Aviation Investigation Final Report

Location:	CLEARWATER, Florida	**Accident Number:**	MIA00LA094
Date & Time:	February 24, 2000, 18:24 Local	**Registration:**	N64WP
Aircraft:	North American NA-64	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot entered downwind for landing. Upon turning final, the airplane experienced a total loss of engine power resulting in a forced landing to none suitable terrain and subsequent in-flight collision with trees and terrain. Examination of the engine assembly and accessories revealed a total loss of engine power due to fuel starvation for undetermined reasons.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A total loss of engine power due to fuel starvation for und etermined reasons. This resulted in a forced landing to none suitable terrain, and a subsequent in-flight collision with trees and terrain.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: DESCENT

Findings
1. FUEL SYSTEM - STARVATION
2. (C) FUEL SYSTEM - UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings
3. OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Findings
4. TERRAIN CONDITION - GROUND
5. TERRAIN CONDITION - NONE SUITABLE

Factual Information

On February 24, 2000, at about 1824 eastern standard time, a North American NA-64, N64WP, registered to Castle Aircraft Sales Inc., operating as a 14 CFR Part 91 personal flight crashed in the vicinity of Clearwater, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The airplane sustained substantial damage. The commercial pilot reported no injuries. The flight originated from Brooksville, Florida, about 29 minutes before the accident.

The pilot stated he called UNICOM and entered right downwind for runway 34 at Clearwater Air Park, Clearwater, Florida. Power was reduced, lowered flaps, moved the prop control partially forward, verified the right fuel tank was selected, and checked that the mixture was full rich. He turned base leg, and called UNIOCOM stating his intentions. As he began the turn to final, he noticed that that the engine power was reducing. He scanned the instruments and turned the electric back up boost pump on. The fuel selector was switched from the right tank, to the left tank, and back again to the right tank. He realized he would be unable to make the runway and initiated a forced landing to a street. The airplane collided with trees and a telephone pole. The airplane rotated to the right and came to a complete stop.

Examination of the airplane was conducted by the FAA. The fuel supply line from the engine pump to the carburetor was found severely kinked. When the supply line was disconnected at the carburetor, no fuel was available. When the kink was removed, fuel came out of the line. The FAA concluded that fuel starvation was suspected, and the actual cause could not be determined. Tom Reilly Vintage Aircraft, Inc., looked at the aircraft on behalf of the insurance adjuster, and stated that the engine stopped as a result of fuel starvation.

Pilot Information

Certificate:	Commercial	**Age:**	42,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Front
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	July 21, 1999
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	1250 hours (Total, all aircraft), 11 hours (Total, this make and model), 1100 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	North American	**Registration:**	N64WP
Model/Series:	NA-64 NA-64	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Experimental (Special)	**Serial Number:**	64-3018
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	April 5, 1999 Annual	**Certified Max Gross Wt.:**	4470 lbs
Time Since Last Inspection:	70 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	2200 Hrs	**Engine Manufacturer:**	Wright
ELT:	Installed, not activated	**Engine Model/Series:**	R975-28
Registered Owner:	CASTLE AIRCRAFT SALES INC	**Rated Power:**	420 Horsepower
Operator:		**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	PIE ,11 ft msl	**Distance from Accident Site:**	
Observation Time:	18:23 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Unknown	**Visibility**	10 miles
Lowest Ceiling:	Broken / 5000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	6 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	340°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	23°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BROOKSVILLE , FL (BKV)	**Type of Flight Plan Filed:**	None
Destination:	(CLW)	**Type of Clearance:**	None
Departure Time:	17:55 Local	**Type of Airspace:**	Class D

Airport Information

Airport:		**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	
Runway Used:	0	**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	27.969627,-82.759658(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	AMANDA J CROMIE; TAMPA , FL
Original Publish Date:	November 29, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=48660