



Aviation Investigation Final Report

Location:	PHOENIX, Arizona	Accident Number:	LAX00LA143
Date & Time:	April 4, 2000, 18:04 Local	Registration:	N27DM
Aircraft:	Muxlow PITTS S-1C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After takeoff, about 2,500 feet, the pilot reduced engine power to climb power. The engine rpm decreased to idle and the pilot attempted to return to the airport. Unable to reach the runway, the airplane was force landed in rough terrain. During the landing roll the airplane nosed over. Subsequent examination of the airplane revealed about 15 gallons of fuel in the fuel tanks. The pilot discovered that the throttle linkage was still connected, however, the forced landing damaged the carburetor.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power for undetermined reasons. Factors were the lack of suitable terrain for a forced landing and the rough/uneven terrain on which the airplane landed.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
1. REASON FOR OCCURRENCE UNDETERMINED

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

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

On April 4, 2000, at 1804 hours mountain standard time, a homebuilt Muxlow Pitts S-1C, N27DM, experienced a loss of engine power after takeoff from the Deer Valley Airport, Phoenix, Arizona. The airplane nosed over during the subsequent off-airport forced landing. The airplane, owned and operated by the pilot, sustained substantial damage. The private pilot was not injured. The local area flight was conducted as a personal flight under the provisions of 14 CFR Part 91, and was originating at the time of the accident. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot reported that he departed runway 7R to the east. He continued heading eastbound, and about 2,500 feet mean sea level, he reduced the throttle from takeoff power. The rpm decreased to idle. The pilot applied full throttle and ensured that the mixture was in the full rich position, the fuel selector was on, and the magnetos were positioned to "both." The rpm did not increase. He turned left toward the airport and noted an open area in the desert. A forced landing ensued, which resulted in the airplane nosing over and coming to rest inverted. The terrain was rough, and the aircraft sustained damage to the landing gear, upper left wing panel, rudder, and vertical stabilizer.

The pilot reported that following the accident, the throttle lever was in the full open position and the mixture lever was in the full rich position. He stated that when he manipulated the throttle handle in the cockpit, the throttle linkage operated.

The operator did not provide a Pilot/Operator Aircraft Accident Report, NTSB Form 6120.1/2.

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 30, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1500 hours (Total, all aircraft), 400 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Muxlow	Registration:	N27DM
Model/Series:	PITTS S-1C PITTS S-1C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1970DM
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-320
Registered Owner:	DANIEL MUXLOW	Rated Power:	180 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:	PHX ,1135 ft msl	Distance from Accident Site:	
Observation Time:	17:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	90°C / 34°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(DVT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 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:	

Administrative Information

Investigator In Charge (IIC):	Mars, Noelani
Additional Participating Persons:	ARIS SCARLA; SCOTTSDALE , AZ
Original Publish Date:	January 2, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=48900

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).