



Aviation Investigation Final Report

Location:	HURRICANE, Utah	Accident Number:	DEN00LA096
Date & Time:	May 27, 2000, 13:30 Local	Registration:	N35LP
Aircraft:	Eiriavion Oy PIK 20E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During initial climb following takeoff on a local area flight, the power glider's engine lost all power and the pilot conducted a forced landing to rough, uneven terrain causing damage to the tail cone, left wing, and landing gear. Examination of the engine provided evidence that the magneto ground lead had separated.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The complete loss of power due to the separation of the magneto ground lead and the rough and unsuitable terrain during the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) IGNITION SYSTEM,MAGNETO GROUNDING LEAD (P-LEAD) - SEPARATION

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

Findings

2. (C) TERRAIN CONDITION - ROUGH/UNEVEN
3. (C) TERRAIN CONDITION - NONE SUITABLE

Factual Information

On May 27, 2000, at 1330 mountain daylight time, a Eiriavion Oy PIK 20E power glider, N35LP, sustained substantial damage during a forced landing after takeoff near Hurricane, Utah. The private pilot was not injured. The flight was operating under Title 14 CFR Part 91 and no flight plan was filed. Visual meteorological conditions prevailed for this local area flight.

According to the pilot, the engine lost all power during initial climb following takeoff and he conducted a forced landing in a rough field. Damage was incurred to the tail boom, left wing, and landing gear.

Examination of the engine by the pilot provided evidence that the ground lead to the magneto had separated.

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	July 16, 1996
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2000 hours (Total, all aircraft), 1060 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Eiriavion Oy	Registration:	N35LP
Model/Series:	PIK 20E PIK 20E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	20301
Landing Gear Type:	Retractable - Tailwheel	Seats:	
Date/Type of Last Inspection:	January 3, 2000 AAIP	Certified Max Gross Wt.:	
Time Since Last Inspection:	7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1127 Hrs	Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	505
Registered Owner:	TERRANCE R. EBLING	Rated Power:	43 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:	SGU ,3349 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	15:35 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	37°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(1L8)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
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:	37.03981,-113.210083(est)

Administrative Information

Investigator In Charge (IIC):	Wiemeyer, Norm
Additional Participating Persons:	JOAN D PETERSON; SALT LAKE CITY , UT
Original Publish Date:	January 18, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=49297

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).