



Aviation Investigation Final Report

Location:	Ashland, Mississippi	Accident Number:	MIA04CA130
Date & Time:	September 18, 2004, 13:45 Local	Registration:	N9074W
Aircraft:	Lemuel May Leza-Lockwood Aircam	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was equipped with manual fuel shutoff valves located in each engine compartment which can only be accessed while on the ground; the valves were installed following building of the airplane to prevent fuel migrating into the oil reservoir. Both valves were closed when the flight departed, and shortly after takeoff when the pilot turned off both auxiliary fuel pumps, both engines quit. While descending for a forced landing, the airplane collided with and remained suspended in a 100-foot tall tree. The pilot further stated there was no checklist for the airplane which would have prevented the accident, and there was no mechanical failure or malfunction.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight planning/preparation for his failure to assure that the fuel shutoff valves located in both engine compartments were turned on and also the failure of the pilot to have a checklist to outline preflight items.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. FUEL SYSTEM,SELECTOR/VALVE - CLOSED
 2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. (C) CHECKLIST - NOT AVAILABLE - PILOT IN COMMAND
 4. FLUID,FUEL - STARVATION
-

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

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

Findings

5. OBJECT - TREE(S)

Factual Information

On September 18, 2004, about 1345 central daylight time, a homebuilt Lemuel May Leza-Lockwood Aircam, N9074W, registered to a private individual, experienced a loss of engine power from both engines and collided with and remained suspended in a tree during a descent for a forced landing in the Holly Springs National Forest, near Ashland, Mississippi. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 personal flight from the pilot's airstrip (May Field), located in Ashland, Mississippi. The airplane was substantially damaged and the non-certificated pilot and one passenger were not injured. The flight originated about 15 minutes earlier from May Field.

The pilot stated the airplane was equipped with manual fuel shutoff valves located in each engine compartment which can only be accessed while on the ground; the valves were installed following building of the airplane to prevent fuel migrating into the oil reservoir. Both valves were closed when the flight departed, and shortly after takeoff when the pilot turned off both auxiliary fuel pumps, both engines quit. While descending for a forced landing, the airplane collided with and remained suspended in a 100-foot-tall tree. The pilot further stated there was no checklist for the airplane which would have prevented the accident, and there was no mechanical failure or malfunction.

Pilot Information

Certificate:	None	Age:	62, Male
Airplane Rating(s):	None	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	410 hours (Total, all aircraft), 200 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Lemuel May	Registration:	N9074W
Model/Series:	Leza-Lockwood Aircam	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	AC-094
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Rotax
ELT:		Engine Model/Series:	912S
Registered Owner:	Lemuel May	Rated Power:	
Operator:	Lemuel May	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Ashland, MS	Type of Flight Plan Filed:	None
Destination:	Ashland, MS	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	34.754444,-89.16278

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons:

Original Publish Date: December 28, 2004

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=60223>

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](#).