



# Aviation Investigation Final Report

<b>Location:</b>	Sunrise, Florida	<b>Accident Number:</b>	ERA09CA361
<b>Date &amp; Time:</b>	June 21, 2009, 11:21 Local	<b>Registration:</b>	N824RS
<b>Aircraft:</b>	Hummelbird Hummelbird	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (partial)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot/builder of an experimental, amateur-built airplane was in cruise flight at 1,000 feet above ground level when the engine started running rough. The pilot stated that he was unable to maintain altitude, and performed an emergency off-field landing on a road. During the landing roll the tailwheel broke; the pilot then lost control of the airplane, which impacted a metal pole, resulting in damage to the right wing forward spar. According to the pilot, the airplane had 4.5 gallons of fuel on board at departure and flew for 25 minutes prior to the accident. During examination of the airplane, the pilot/builder did not note any mechanical anomalies. The airplane was equipped with a non-certificated, 37.5 horsepower Volkswagen engine.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A partial loss of engine power during cruise flight for an undetermined reason.

### Findings

<b>Environmental issues</b>	Pole - Contributed to outcome
<b>Not determined</b>	(general) - Unknown/Not determined

## Factual Information

### History of Flight

<b>Enroute</b>	Loss of engine power (partial) (Defining event)
<b>Emergency descent</b>	Off-field or emergency landing

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	82, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	July 3, 2008
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	November 4, 1999
<b>Flight Time:</b>	385 hours (Total, all aircraft), 169 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Hummelbird	<b>Registration:</b>	N824RS
<b>Model/Series:</b>	Hummelbird	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	304
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	June 1, 2009 Condition	<b>Certified Max Gross Wt.:</b>	525 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	169 Hrs at time of accident	<b>Engine Manufacturer:</b>	Volkswagen
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	Ralph Squeglia	<b>Rated Power:</b>	38 Horsepower
<b>Operator:</b>	Ralph Squeglia	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FLL,9 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	11:01 Local	<b>Direction from Accident Site:</b>	140°
<b>Lowest Cloud Condition:</b>	Scattered / 2200 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	320°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.89 inches Hg	<b>Temperature/Dew Point:</b>	33°C / 25°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Pompano Beach, FL (PMP )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Hollywood, FL (HWO )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:05 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Pompano Beach Airport PMP	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	19 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	26.196666,-80.294998(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Alleyne, Eric
<b>Additional Participating Persons:</b>	David M Avery; FAA/ FSDO; Miami, FL
<b>Original Publish Date:</b>	September 10, 2009
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=74093">https://data.nts.gov/Docket?ProjectID=74093</a>

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](#).