Analysis

The commercial pilot reported that, during initial climb after takeoff, the amateur-built airplane’s engine experienced a partial loss of power. As he attempted to return to the airport, the engine lost total power. He subsequently conducted a forced landing on rough terrain, during which the right wing and fuselage sustained damage.

Postaccident examination of the engine revealed that the fuel hose from the left wing tank had deteriorated from the inside, which would have restricted the flow of fuel to the engine and led to fuel starvation and the subsequent loss of engine power.

Flight Events

- Initial climb - Fuel starvation
- Initial climb - Loss of engine power (total)
- Emergency descent - Off-field or emergency landing
- Landing - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Fuel starvation due to the deterioration of a fuel hose.

Findings

- Aircraft-Aircraft systems-Fuel system-Fuel distribution-Damaged/degraded - C
- Aircraft-Fluids/misc hardware-Fluids-Fuel-Fluid level - C
- Environmental issues-Physical environment-Terrain-Rough terrain-Contributed to outcome
Pilot Information

Certificate: Airline Transport; Commercial  
Age: 74

Airplane Rating(s): Multi-engine Land; Single-engine Land  
Instrument Rating(s): Airplane

Other Aircraft Rating(s): None  
Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine; Instrument Airplane

Flight Time:

Aircraft and Owner/Operator Information

Aircraft Make: WELLS JOHN L JR  
Registration: N999WX

Model/Series: STOL CH 701 NO SERIES  
Engines:

Operator: On file  
Engine Manufacturer:

Operating Certificate(s) Held: None  
Engine Model/Series:

Flight Conducted Under: Part 91: General Aviation - Flight Test

Meteorological Information and Flight Plan

Conditions at Accident Site: Visual Conditions  
Condition of Light: Day

Observation Facility, Elevation: FCS, 5874 ft msl  
Weather Information Source: Weather Observation Facility

Lowest Ceiling: Overcast / 4600 ft agl  
Wind Speed/Gusts, Direction: 6 knots / 160°

Temperature: 15°C  
Visibility: 9 Miles

Precipitation and Obscuration: No Obscuration; No Precipitation

Departure Point: Canon City, CO (1V6)  
Destination: Canon City, CO (1V6)

Airport Information

Airport: FREMONT COUNTY (1V6)  
Runway Surface Type:

Runway Used: N/A  
Runway Surface Condition: Rough; Vegetation

Runway Length/Width:

Wreckage and Impact Information

Crew Injuries: 1 Minor  
Aircraft Damage: Substantial

Passenger Injuries: N/A  
Aircraft Fire: None

Ground Injuries: N/A  
Aircraft Explosion: None

Latitude, Longitude: 38.428611, -105.106944

Administrative Information

Investigator In Charge (IIC): John M Brannen  
Adopted Date: 01/25/2018

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=95397

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the
accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.