



National Transportation Safety Board Aviation Accident Data Summary

Location:	SIMPSONVILLE, SC	Accident Number:	MIA99LA093
Date & Time:	03/01/1999, 1530 EST	Registration:	N1122V
Aircraft:	Scott A. George Jr. FISHER CELEBRITY	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that the flight departed with full fuel and after takeoff, he orbited the airport about 10-15 minutes at 1,100 feet agl, then proceeded on course at the same altitude. About 10-15 minutes later, he noted that the CHT increased but the oil pressure and temperature indications were normal. He verified the mixture control was in the full rich position and continued the flight, noting that the CHT continued to increase. He applied throttle to maintain altitude but the CHT increased and at that time, the engine rpm began to decrease. Unable to maintain altitude, he selected a site for a forced landing but was unable to land there due to a total loss of engine power. While descending for a forced landing on a off-ramp of a highway, the right wing collided with a light pole. The airplane then rolled inverted and impacted a fence. Examination of the engine by an FAA Airworthiness Inspector revealed that a plastic 90-degree fitting located at the inlet of the carburetor was broken. Additionally, all cylinder heads were found to be cracked between spark plug holes. Impact damage to the right aft cylinder head was noted.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The unsuitable terrain encountered during the forced landing. Contributing to the accident was the total loss of engine power due to the failure of a plastic 90-degree fitting at the inlet fitting of the carburetor.

Findings

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

Findings

1. (F) FUEL SYSTEM,LINE FITTING - FAILURE,TOTAL

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. OBJECT - POLE
3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	55
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	7000 hours (Total, all aircraft), 3 hours (Total, this make and model), 6800 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Scott A. George Jr.	Registration:	N1122V
Model/Series:	FISHER CELEBRITY FISHER CEL	Engines:	1 Reciprocating
Operator:	R. WAYNE PEARCE & CYRUS ROGERS	Engine Manufacturer:	Volkswagen
Operating Certificate(s) Held:	None	Engine Model/Series:	
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GMU, 1048 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 10°
Temperature:	17° C	Visibility:	10 Miles
Precipitation and Obscuration:			
Departure Point:	GREER, SC (SC72)	Destination:	EASLEY, SC (SC86)

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Adopted Date:	06/22/2000
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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.