



National Transportation Safety Board Aviation Accident Final Report

Location:	CLOVERDALE, IN	Accident Number:	CHI95LA004
Date & Time:	10/01/1994, 0900 CDT	Registration:	N99600
Aircraft:	Ercoupe (Eng & Research Corp.) 415-C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

THE STUDENT PILOT REPORTED THE ENGINE LOST POWER DURING A LOCAL FLIGHT AND HE MADE A FORCED LANDING ON ROUGH TERRAIN. POSTACCIDENT INVESTIGATION REVEALED THE RESTRICTOR FITTING ORIFICE ON THE FUEL PUMP WAS COMPLETELY BLOCKED BY CONTAMINATION, OBSTRUCTING THE FLOW OF FUEL TO THE ENGINE. THE MOST RECENT ANNUAL INSPECTION WAS ACCOMPLISHED 3 1/2 MONTHS BEFORE THE ACCIDENT. AUTOMOTIVE FUEL WAS USED IN THE AIRPLANE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the total loss of engine power due to a blocked orifice in the fuel pump. A related factor is the rough/uneven terrain encountered during the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE

Findings

1. (C) FUEL SYSTEM,PUMP - BLOCKED(TOTAL)

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

Occurrence #3: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

On October 1, 1994, at 0900 central daylight time, an Ercoupe 415-C, N99600, piloted by the student pilot/registered owner, experienced a loss of engine power during cruise flight in the vicinity of Cloverdale, Indiana. The airplane sustained substantial damage during the ensuing forced landing on rough terrain. The student pilot, the sole occupant, reported no injuries. Visual meteorological conditions prevailed for the local flight, no flight plan was filed. The flight originated from a private airstrip in Eminence, Indiana approximately 0830.

Postaccident examination revealed the header fuel tank was not receiving fuel through the fuel pump from the main fuel tanks. The FAA Inspector stated "...Contamination was found in the restrictor fitting...on the fuel pump. This contamination blocked the orifice..." The contamination was described as a "...hard black piece." The FAA Inspector stated the pilot used automotive fuel in the airplane. The most recent maintenance on the airplane was an Annual Inspection performed June 21, 1994. An FAA Inspector statement is appended.

Pilot Information

Certificate:	Student	Age:	60, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	127 hours (Total, all aircraft), 105 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ercoupe (Eng & Research Corp.)	Registration:	N99600
Model/Series:	415-C 415-C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	2223
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	06/21/1994, Annual	Certified Max Gross Wt.:	1260 lbs
Time Since Last Inspection:	20 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1926 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	C85-12
Registered Owner:	BLAYDOE, JOHN B.	Rated Power:	85 hp
Operator:	BLAYDOE, JOHN B.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots / 12 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18° C
Precipitation and Obscuration:			
Departure Point:	EMINENCE, IN (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0830 CDT	Type of Airspace:	Class G

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
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): JODI L REEVES **Report Date:** 01/25/1995

Additional Participating Persons: LARRY LUPTON; INDIANAPOLIS, IN

Publish Date:

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/>.

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).