



National Transportation Safety Board Aviation Accident Final Report

Location:	WHITEVILLE, NC	Accident Number:	ATL95LA123
Date & Time:	07/01/1995, 1340 EDT	Registration:	N74RK
Aircraft:	KNOSP CORBIN JR. ACE-E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

WHILE EN ROUTE TO ROCKINGHAM, NORTH CAROLINA, THE AIRCRAFT EXPERIENCED A GRADUAL LOSS OF ENGINE POWER. THE CONDITION DETERIORATED TO THE POINT WHERE THE PILOT WAS FORCED TO EXECUTE AN EMERGENCY LANDING IN A FIELD. THE AIRCRAFT TOUCHED DOWN IN SOFT DIRT AND NOSED OVER. AN EXAMINATION OF THE FUEL SYSTEM FOUND RUST CONTAMINATION IN THE FUEL TANKS, FUEL LINES AND GASOLATOR. THE PILOT HAD PURCHASED THE AIRCRAFT JUST PRIOR TO THE FLIGHT. HE HAD FLOWN THE AIRCRAFT ONCE BEFORE HE PURCHASED IT, AND HAD EXPERIENCED NO PROBLEMS WITH THE AIRCRAFT. THE PREVIOUS OWNER STATED THAT THE AIRCRAFT HAD BEEN SITTING FOR A LONG PERIOD OF TIME WITH A MINIMAL AMOUNT OF FUEL IN THE TANKS. THE PILOT REFUELED THE AIRCRAFT AFTER PURCHASE, AND FOUND NO CONTAMINATION WHEN THE FUEL TANK SUMPS WERE DRAINED BEFORE THE ACCIDENT FLIGHT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: CONTAMINATION OF THE FUEL SYSTEM WHICH RESULTED IN FUEL STARVATION AND A TOTAL LOSS OF ENGINE POWER. .

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE

Findings

1. (C) FUEL SYSTEM,FILTER - BLOCKED(TOTAL)
 2. (C) FUEL SYSTEM,GASCOLATOR - CONTAMINATION,OTHER THAN WATER
 3. (C) FUEL SYSTEM,LINE - CONTAMINATION,OTHER THAN WATER
 4. (C) FLUID,FUEL - STARVATION
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Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

5. (F) TERRAIN CONDITION - SOFT

Factual Information

On July 1, 1995, at 1340 eastern daylight time, a Knosp Corbin Jr. Ace-E, N74RK, nosed over in a soft field during an emergency landing, after a loss of engine power, near Whiteville, North Carolina. The personal flight operated under the provisions of 14 CFR Part 91, with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The airplane sustained substantial damage, and the pilot received minor injuries. The flight departed Southport, North Carolina, at 1300 hours.

The pilot purchased the aircraft just prior to the flight. He had flown the aircraft before purchasing it, and had not experienced any problems with the aircraft. According to the pilot, the airplane was refueled, after he purchased it, with 10 gallons of 100 low lead fuel. He sumped the fuel during preflight, and found no fuel contamination. About 30 minutes into the flight, the pilot noticed a gradual loss of engine power. The condition deteriorated to the point where the pilot was forced to land. The pilot selected an open field for the emergency landing. The airplane touched down in the soft dirt and nosed over.

An examination of the aircraft fuel system revealed rust particles in the fuel. The gasolator bowl was removed. Sludge and rust was found at the bottom of the bowl. After cleaning the fuel system and lines of rust, an engine run was performed. All systems operated normally. No mechanical malfunction was found.

According to the previous owner of the aircraft, he allowed it to sit for a long period of time with a low amount of fuel in the tanks, prior to the current owner's purchase of the aircraft. The aircraft was within its annual inspection.

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	09/16/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	99 hours (Total, all aircraft), 2 hours (Total, this make and model), 99 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	KNOSP	Registration:	N74RK
Model/Series:	CORBIN JR. ACE-E CORBIN JR.	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	6772
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	02/02/1995, Annual	Certified Max Gross Wt.:	1100 lbs
Time Since Last Inspection:	5 Hours	Engines:	1 Reciprocating
Airframe Total Time:	125 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	A75
Registered Owner:	MICHAEL K. MELVIN	Rated Power:	75 hp
Operator:	MICHAEL K. MELVIN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ILM, 33 ft msl	Distance from Accident Site:	45 Nautical Miles
Observation Time:	1340 EDT	Direction from Accident Site:	85°
Lowest Cloud Condition:	Scattered / 4100 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	30° C / 23° C
Precipitation and Obscuration:			
Departure Point:	SOUTHPORT, NC (SUT)	Type of Flight Plan Filed:	None
Destination:	GREENSBORO, NC (NC01)	Type of Clearance:	None
Departure Time:	1300 EDT	Type of Airspace:	Class G

Airport Information

Airport:	COLUMBUS COUNTY (CPC)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

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
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	10/13/1995
Additional Participating Persons:	PHIL RANDAL; WINSTON SALEM, NC		
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](#).