



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	WHITEVILLE, NC	<b>Accident Number:</b>	ATL95LA123
<b>Date &amp; Time:</b>	07/01/1995, 1340 EDT	<b>Registration:</b>	N74RK
<b>Aircraft:</b>	KNOSP CORBIN JR. ACE-E	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	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

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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	99 hours (Total, all aircraft), 2 hours (Total, this make and model), 99 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	KNOSP	<b>Registration:</b>	N74RK
<b>Model/Series:</b>	CORBIN JR. ACE-E CORBIN JR.	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	MICHAEL K. MELVIN	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	A75
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ILM, 33 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 25000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 190°
<b>Temperature:</b>	30° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	SOUTHPORT, NC (SUT)	<b>Destination:</b>	GREENSBORO, NC (NC01)

## Airport Information

<b>Airport:</b>	COLUMBUS COUNTY (CPC)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): PHILLIP POWELL Adopted Date: 10/13/1995

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](mailto: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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