



National Transportation Safety Board Aviation Accident Data Summary

Location:	SUPERIOR TWNSHP, MI	Accident Number:	CHI95LA257
Date & Time:	08/02/1995, 1130 EDT	Registration:	N46YK
Aircraft:	Nanchang 18A	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT REPORTED THAT AFTER TAKEOFF, HE REMAINED AT A LOW ALTITUDE TO MANEUVER AROUND CLASS B AIRSPACE. ABOUT TEN MINUTES INTO THE FLIGHT, 'THE FUEL PRESSURE DROPPED TO ZERO' AND THE ENGINE LOST POWER. DURING THE FORCED LANDING, THE 'GEAR CAUGHT IN MUD,' COLLAPSED AND THE AIRPLANE NOSED OVER. IN HIS WRITTEN STATEMENT, THE PILOT REPORTED THAT 'PRIOR TO TAKEOFF, ON SEVERAL PREVIOUS FLIGHTS, FUEL SELECTOR WAS HARD TO MOVE.' EXAMINATION OF THE FUEL SYSTEM REVEALED NO EVIDENCE OF PREIMPACT MALFUNCTION. THE FUEL SELECTOR VALVE FUNCTIONED NORMALLY WHEN TESTED, HOWEVER, THE VALVE WAS VERY DIFFICULT TO OPERATE FROM THE PILOT'S SEAT. IT WAS POSITIONED NEAR THE FRONT LEFT CORNER OF THE SEAT, AND ACCORDING TO A FEDERAL AVIATION ADMINISTRATION INSPECTOR, WAS 'DIFFICULT TO MANIPULATE, AND IT WAS DIFFICULT TO DETERMINE WHICH TANK WAS SELECTED OR IF THE VALVE WAS IN THE PROPER POSITION.'

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's operation of the airplane with a known deficiency in the fuel selector, and his improper positioning of the fuel selector. A factor relating to the accident was: the fuel selector's restriction of movement.

Findings

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

Findings

1. (F) FUEL SYSTEM,SELECTOR/VALVE - MOVEMENT RESTRICTED
 2. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
 3. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: GEAR COLLAPSED
Phase of Operation: EMERGENCY LANDING

Findings

- 4. TERRAIN CONDITION - SOFT
- 5. TERRAIN CONDITION - WET

Pilot Information

Certificate:	Commercial	Age:	62
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
Flight Time:	2474 hours (Total, all aircraft), 175 hours (Total, this make and model), 2227 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Nanchang	Registration:	N46YK
Model/Series:	18A 18A	Engines:	1 Reciprocating
Operator:	RENSELAER LEARNING SYSTEMS	Engine Manufacturer:	VORONEZH
Operating Certificate(s) Held:	None	Engine Model/Series:	M-14P
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:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	Overcast / 2000 ft agl	Wind Speed/Gusts, Direction:	Calm / , Variable
Temperature:	21 °C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	PLYMOUTH, MI (1D2)	Destination:	BATAVIA, NY (3G8)

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): WESLEY M ROBBINS Adopted Date: 03/21/1996

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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