



National Transportation Safety Board Aviation Accident Final Report

Location:	YAKUTAT, AK	Accident Number:	ANC97LA141
Date & Time:	09/02/1997, 1000 AKD	Registration:	N467SR
Aircraft:	Cessna 150H	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

During takeoff from a 1,800-foot-long private airstrip, the engine sustained a partial loss of power. The pilot aborted the takeoff, and was unable to stop the airplane before overrunning the departure end. The nose wheel separated and the airplane nosed over. Inspection revealed a 60% blockage of the main fuel supply line to the carburetor. A flap of rubber protruded into the inner diameter of the fuel line from an end fitting. This line appeared to have been manufactured from aviation parts by an unknown mechanic.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A partial blockage of the main fuel supply line to the engine, caused by improper manufacture of the fuel line by unknown maintenance personnel.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FUEL SYSTEM,LINE - BLOCKED(PARTIAL)
2. (C) INADEQUATE QUALITY CONTROL - OTHER MAINTENANCE PERSONNEL

Occurrence #2: OVERRUN

Phase of Operation: TAKEOFF - ABORTED

Findings

3. ABORTED TAKEOFF - INTENTIONAL - PILOT IN COMMAND

Occurrence #3: NOSE OVER

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

4. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

On September 2, 1997, at 1000 Alaska daylight time, a Cessna 150H airplane, N467SR, sustained substantial damage when it nosed over during an aborted takeoff from a private airstrip on the Akwe River, 30 miles southeast of Yakutat, Alaska. The private certificated pilot was uninjured. The flight was conducted under 14 CFR Part 91 as a personal flight, and was departing the Akwe River for Juneau, Alaska. Visual meteorological conditions prevailed at the time of the accident, and no flight plan was filed.

The pilot stated that just after takeoff from the 1,800 feet by 50 feet sand airstrip, while accelerating in ground effect, the engine lost partial power and he was unable to climb. The pilot intentionally attempted to land back on the strip. He pulled the mixture control to idle cutoff, and turned off the magnetos and electrical master switch. The airplane was not stopped prior to the end of the strip, the nose wheel broke off, and the airplane nosed over.

Postaccident inspection by an FAA airworthiness inspector revealed an internal blockage in the main fuel supply line to the carburetor. A flap of rubber material protruded from the point where the flexible line was joined to an end fitting. It was estimated by the FAA inspector, that this flap would intermittently block approximately 60% of the fuel line inner diameter, based on fuel flow. The fuel line and fittings appeared to be an assembly built from aircraft grade parts by an unknown mechanic, but not of factory construction. Review of the aircraft and engine logbooks did not reveal when this assembly was installed.

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine Land	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:	12/24/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	470 hours (Total, all aircraft), 440 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N467SR
Model/Series:	150H 150H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	150-69050
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	07/07/1997, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	20 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5630 Hours	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-200
Registered Owner:	ROY ALDER WARREN	Rated Power:	100 hp
Operator:	ROY ALDER WARREN	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:	Scattered / 4000 ft agl	Visibility	30 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C
Precipitation and Obscuration:			
Departure Point:	AKWE RIVER, AK	Type of Flight Plan Filed:	None
Destination:	JUNEAU, AK (JNU)	Type of Clearance:	None
Departure Time:	1000 ADT	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Gravel
Airport Elevation:	25 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	1800 ft / 50 ft	VFR Approach/Landing:	Forced Landing

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):	MATTHEW L THOMAS	Report Date:	11/10/1998
Additional Participating Persons:	KIEREN K O'FARRELL; JUNEAU, AK BRIAN J IORG; JUNEAU, AK		
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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