



National Transportation Safety Board Aviation Accident Data Summary

Location:	ABINGDON, VA	Accident Number:	NYC98LA121
Date & Time:	06/01/1998, 1830 EDT	Registration:	N485AJ
Aircraft:	Cawood FISHER CLASSIC	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The homebuilt departed the runway and was climbing through 200 feet (AGL) when the pilot started a gentle turn to reverse course. Halfway through the turn the engine lost power. The pilot completed the course reversal, but was unable to maneuver to a suitable landing area because of limited attitude and airspeed, and the airplane collided with a track hoe. Water was found in both carburetors and main fuel screen. According to the pilot/builder, the position of the fuel tank sump required the airplane to be in a level attitude in order to completely drain water from the tank.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight of the airplane which resulted in water contamination of the fuel system. A factor was the location of the fuel tank's sump.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CLIMB

Findings

1. (F) FUEL SYSTEM,DRAIN - INADEQUATE
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (F) AIRCRAFT/EQUIPMENT INADEQUATE - PRODUCTION/DESIGN PERSONNEL
4. FUEL SYSTEM - CONTAMINATION,WATER

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

5. OBJECT - OTHER

Pilot Information

Certificate:	Private	Age:	43
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	496 hours (Total, all aircraft), 19 hours (Total, this make and model), 495 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cawood	Registration:	N485AJ
Model/Series:	FISHER CLASSIC FISHER CLA	Engines:	1 Reciprocating
Operator:	DON EUGENE CAWOOD	Engine Manufacturer:	Hirth
Operating Certificate(s) Held:	None	Engine Model/Series:	2706-2C2
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:	TRI, 1519 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 280°
Temperature:	26° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	(VJH)	Destination:	

Airport Information

Airport:	VIRGINIA HIGHLANDS (VJI)	Runway Surface Type:	Asphalt
Runway Used:	24	Runway Surface Condition:	Dry
Runway Length/Width:	4470 ft / 75 ft		

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): DAVID S MUZIO

Adopted Date: 12/08/1998

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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