



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	EDGEWOOD, TX	<b>Accident Number:</b>	FTW98FA291
<b>Date &amp; Time:</b>	07/01/1998, 0923 CDT	<b>Registration:</b>	N9689A
<b>Aircraft:</b>	Cessna 140A	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

A witness observed the airplane taxi out and takeoff on runway 13. The witness reported that there were no unusual sounds coming from the engine. Two other witnesses north of the airport reported that they heard the airplane's engine 'sputtering.' The airplane was flying low over the trees at an altitude of approximately 50 to 60 feet above the ground. Both witnesses reported that prior to the airplane starting a turn toward the approach end of runway 13, the engine 'stop[ped].' As the airplane started to turn toward the runway, it 'took a nose dive' and impacted the ground. The fuel line from the gascolator to the carburetor was found fractured and separated from its fitting, which was still attached to the gascolator. An examination of the fuel line by an NTSB metallurgist revealed that, 'the fuel line separated through the flexible hose as a result of extensive wear.' According to entries in maintenance records, the aircraft's last annual inspection was completed on December 1, 1997, about 21.3 hours prior to the accident. Continuity was established to all flight controls.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain minimum required airspeed for flight. Factors were the worn fuel line, which separated, and the failure of the maintenance personnel to locate the worn fuel line during the annual inspection.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) FUEL SYSTEM,LINE - WORN
2. FUEL SYSTEM,LINE - SEPARATION
3. (F) MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL

Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

### Findings

4. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	68
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	699 hours (Total, all aircraft), 134 hours (Total, this make and model), 610 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9689A
<b>Model/Series:</b>	140A 140A	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ERNEST M. DEPUE	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-200-A
<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>	, 0 ft msl	<b>Weather Information Source:</b>	Witness
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>	29° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CANTON, TX (1TA7)	<b>Destination:</b>	MESQUITE, TX (HQZ)

### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<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): DOUGLAS D WIGINGTON

Adopted Date: 02/16/2001

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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