



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SOLDIER SUMMIT, UT	<b>Accident Number:</b>	SEA92LA066
<b>Date &amp; Time:</b>	04/01/1992, 1400 MST	<b>Registration:</b>	N582MK
<b>Aircraft:</b>	AVID AIRCRAFT MARK IV	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

ONE OF 3 AVID AIRCRAFT MARK IV'S IN A CROSS COUNTRY FLIGHT ENCOUNTERED A TOTAL POWER LOSS WHILE CRUISING AT 8500 FEET MSL. THE PILOT WAS UNABLE TO RESTART THE ENGINE AND EXECUTED A FORCED LANDING ON SNOW COVERED TERRAIN DURING WHICH THE AIRCRAFT NOSED OVER. THE AIRCRAFT HAD SUSTAINED A SIMILAR POWER LOSS ON THE PREVIOUS DAY'S FLIGHT AND THE ENGINE DRIVEN PULSE TYPE FUEL PUMP HAD BEEN REPLACED 147 HOURS PREVIOUS IN ANOTHER POWER LOSS OCCURRENCE. THE PILOT REPORTED THAT INSUFFICIENT FUEL PUMP PRESSURE RESULTED IN FUEL STARVATION AND THE SUBSEQUENT POWER LOSS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FUEL PUMP DELIVERING TOO LOW FUEL PRESSURE. A FACTOR CONTRIBUTING TO THE ACCIDENT WAS THE SNOW COVERED TERRAIN.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: CRUISE

### Findings

1. (C) FUEL SYSTEM,PUMP - PRESSURE TOO LOW
2. FLUID,FUEL - STARVATION

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

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

3. (F) TERRAIN CONDITION - SNOW COVERED
4. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/01/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	428 hours (Total, all aircraft), 379 hours (Total, this make and model), 428 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AVID AIRCRAFT	<b>Registration:</b>	N582MK
<b>Model/Series:</b>	MARK IV MARK IV	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	01000
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	09/05/1991, Annual	<b>Certified Max Gross Wt.:</b>	1150 lbs
<b>Time Since Last Inspection:</b>	147 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	147 Hours	<b>Engine Manufacturer:</b>	ROTAX
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	582LC
<b>Registered Owner:</b>	AVID AIRCRAFT, INC.	<b>Rated Power:</b>	65 hp
<b>Operator:</b>	AVID AIRCRAFT, INC.	<b>Operating Certificate(s) Held:</b>	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:	Clear / 0 ft agl	Visibility	99 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10° C
Precipitation and Obscuration:			
Departure Point:	WENDOVER, UT (ENV)	Type of Flight Plan Filed:	None
Destination:	PRICE, UT (PUC)	Type of Clearance:	None
Departure Time:	1000 MDT	Type of Airspace:	Class G

## 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):	STEVEN A MCCREARY	Report Date:	09/29/1993
Additional Participating Persons:	THOMAS GIERHART; SALT LAKE CITY, UT		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).