



National Transportation Safety Board Aviation Accident Data Summary

Location:	EARLHAM, IA	Accident Number:	CHI92DCD07
Date & Time:	07/01/1992, 2040 CDT	Registration:	N79WA
Aircraft:	BERNARD W. RESNIK ACRO-SPECIAL	Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE HOMEBUILT ACCIDENT AIRPLANE LOST ENGINE POWER DURING INITIAL CLIMB FROM TAKEOFF. IT COLLIDED WITH TREES AND TERRAIN DURING A FORCED LANDING. THE PILOT DESCRIBED HOW HE HAD BEEN FLYING ABOUT 45 MINUTES AND HAD DONE TWO LANDINGS AND TAKEOFFS. DURING THE THIRD TAKEOFF THE AIRPLANE HAD CLIMBED ABOUT 75 TO 100 FEET WHEN THE ENGINE LOST POWER. EXAMINATION OF THE CARBURETOR AIR BOX REVEALED A FLAPPER VALVE IN THE AIR BOX HAD BROKEN. THE VALVE PLATE WAS FREE TO MOVE ABOUT IN THE SPACE BETWEEN THE SHAFT AND THE CARBURETOR AIR INTAKE. THE PLATE HAD BEEN SECURED TO THE SHAFT WITH TWO SPOT WELDS. THE SURFACE OF THE BROKEN WELDS APPEARED DULL EXCEPT FOR A SMALL PORTION ON ONE WELD WHERE THE BREAK APPEARED SHINY. THE CARBURETOR AIR BOX HAD BEEN PURCHASED FROM AN AIRCRAFT SALVAGE OPERATOR FOR INSTALLATION ON THE AIRPLANE.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
A LOSS OF TOTAL ENGINE POWER WHEN A FAILED FLAPPER VALVE IN THE AIR BOX BLOCKED THE FLOW OF AIR THROUGH THE CARBURETOR THROAT.

Findings

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

Findings

1. (C) INDUCTION AIR CONTROL/SYSTEM - BLOCKED(TOTAL)

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. TERRAIN CONDITION - GROUND

Pilot Information

Certificate:	Private	Age:	45
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	357 hours (Total, all aircraft), 5 hours (Total, this make and model), 357 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BERNARD W. RESNIK	Registration:	N79WA
Model/Series:	ACRO-SPECIAL ACRO-SPECI	Engines:	1 Reciprocating
Operator:	PRICE, JAMES F	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-E2D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	DSM, 957 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 8500 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 180°
Temperature:	29° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	LARRY E BROWN	Adopted Date:	09/14/1993
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.ntsbt.gov/pubdms/ .		

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