



National Transportation Safety Board Aviation Accident Final Report

Location:	SCHAUMBURG, IL	Accident Number:	CHI91DEE05
Date & Time:	06/01/1991, 1730 CDT	Registration:	N123CR
Aircraft:	CHARLES RAUCCI, JR. FIREBOLT	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE OWNER BUILDER OF AN EXPERIMENTAL AIRPLANE EXPERIENCED PARTIAL POWER LOSS DURING CLIMB FROM TAKEOFF ON A TEST FLIGHT AFTER COMPLETION OF CONSTRUCTION. THE AIRPLANE LANDED OFF AIRPORT. EXAMINATION OF THE ENGINE REVEALED NO DISCREPANCY. THE SOLE DISCREPANCY FOUND ON THE FUEL SYSTEM WAS A FUEL TANK VENT CUT SQUARELY ACROSS INSTEAD OF THE KIT MANUFACTURER'S SPECIFIED FORWARD FACING ANGLE CUT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT NOT FOLLOWING THE SPECIFICATION FOR INSTALLATION OF THE FUEL TANK VENT.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF

Findings

1. FUEL SYSTEM,VENT - INCORRECT
 2. (C) MAINTENANCE,INSTALLATION - IMPROPER - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

3. OBJECT - TREE(S)
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/30/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1250 hours (Total, all aircraft), 2 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHARLES RAUCCI, JR.	Registration:	N123CR
Model/Series:	FIREBOLT FIREBOLT	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	15
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-360-A2B
Registered Owner:		Rated Power:	200 hp
Operator:	CHARLES RAUCCI, JR.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	06

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DPA, 760 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	1643 CDT	Direction from Accident Site:	240°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1725 CDT	Type of Airspace:	

Airport Information

Airport:	SCHAUMBURG (06C)	Runway Surface Type:	Water
Airport Elevation:		Runway Surface Condition:	Water--calm
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	George W Bean	Report Date:	03/31/1993
Additional Participating Persons:	DANIEL COLEMAN; WEST CHICAGO, IL		
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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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](#).