



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	DAYTONA BEACH, FL	<b>Accident Number:</b>	ATL00LA049
<b>Date &amp; Time:</b>	05/01/2000, 1504 EDT	<b>Registration:</b>	N819DH
<b>Aircraft:</b>	de Havilland DH-82C TIGERMOTH	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

Reportedly, the pilot completed a preflight of the airplane and elected to fly the airplane, despite reports that the airplane had been parked on the ramp for about one year. A witness stated that during the run-up the engine was running very rough. Shortly after takeoff the engine lost power and the airplane collided with the runway. The post-flight inspection revealed that the airplane had been fueled with automotive gasoline. A visual examination of the fuel supply revealed that the automotive gasoline appeared to be 'stale'.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate pre-flight inspection of the fuel supply that resulted in the loss of engine power due to fuel contamination.

## Findings

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

### Findings

1. (C) FLUID,FUEL - CONTAMINATION
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

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

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT

### Findings

3. TERRAIN CONDITION - GROUND

## Factual Information

On May 1, 2000, at 1504 eastern daylight time, a DeHavilland DH-82C Tigermoth, N918DH, collided with the ground following a reported loss of engine power during takeoff at Daytona Beach, Florida. The airplane was operated by the private pilot under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed at the time of the accident and no flight plan was filed. The airplane was substantially damaged. The pilot and the passenger were not injured. The accident occurred during the initial departure from Daytona Beach Airport in Daytona Beach, Florida.

The pilot stated that he had made prior arrangements with the tower to receive light gun signals for takeoff from an intersection on runway 7L. With about 3000 feet of runway remaining of the 10,500 foot runway, the pilot accelerated the airplane for takeoff. The airplane climbed to an altitude of about 100 feet when a loss of engine power occurred. The airplane descended and collided with the ground about 150 feet from the end of the runway.

A witness stated that the engine appeared to be running very rough as the airplane accelerated towards the end of the runway. The airplane had been parked on the ramp and not flown for about one year prior to this flight. During the post-accident examination of the airplane, it was determined that there was about one half tank of automotive gasoline in the fuel tanks. According to the Federal Aviation Administration Inspector, the visual examination of the fuel supply revealed that the automotive gasoline appeared to be "stale".

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	61, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	Gyroplane; Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Glider; Instrument Airplane	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	11/20/1998
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	13000 hours (Total, all aircraft), 12800 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	de Havilland	<b>Registration:</b>	N819DH
<b>Model/Series:</b>	DH-82C TIGERMOTH DH-82C TI	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	1819
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1825 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Gypsy Major
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	4 CYL BRITISH
<b>Registered Owner:</b>	EDGAR T. CATO	<b>Rated Power:</b>	130 hp
<b>Operator:</b>	LEONARD OHLSSON	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KDA, 35 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	1900 ADT	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Scattered / 3000 ft agl	<b>Visibility</b>	10 Miles
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Visibility (RVR):</b>	0 ft
<b>Wind Speed/Gusts:</b>	10 knots / 17 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	110°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 14°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	SPRUCE CREEK, FL (9FL6)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	1500 EDT	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	DAYTONA BEACH INTER (DAB)	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	35 ft	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	7L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	10500 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	PHILLIP POWELL	<b>Report Date:</b>	03/02/2001
<b>Additional Participating Persons:</b>	GEORGE LITTLEFIELD; ORLANDO, FL		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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:pubinq@ntsb.gov">pubinq@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](#).