



National Transportation Safety Board Aviation Accident Final Report

Location:	ESCANABA, MI	Accident Number:	CHI89DEM05
Date & Time:	08/02/1989, 1200 EDT	Registration:	N55NG
Aircraft:	GATZEMEYER 88 ACRO-SPORT II	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT REPORTED THAT APPROXIMATELY 4 MILES SOUTH OF THE AIRPORT, THE ENGINE LOST POWER. THE ELECTRIC FUEL BOOST PUMP WAS TURNED ON AND POWER WAS MOMENTARILY REGAINED. A FORCED LANDING WAS MADE ON A BEACH DURING WHICH THE AIRPLANE NOSED OVER ON TOUCHDOWN. POST ACCIDENT INSPECTION REVEALED THE FUEL SUPPLY LINE BETWEEN THE CARBURETOR AND ENGINE WAS LOOSE. FUEL STAINS WERE FOUND NEAR THE LOOSE CONNECTION INSIDE THE ENGINE COWLING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOOSE FUEL LINE BETWEEN THE CARBURETOR AND ENGINE WHICH RESULTED IN FUEL STARVATION. A FACTOR RELATED TO THE ACCIDENT WAS: NO SUITABLE TERRAIN.

Findings

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

Findings

1. (C) FUEL SYSTEM,LINE - LOOSE
2. FLUID,FUEL - STARVATION
3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

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

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

Pilot Information

Certificate:	Private	Age:	58, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/06/1988
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	500 hours (Total, all aircraft), 46 hours (Total, this make and model), 40 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GATZEMEYER 88	Registration:	N55NG
Model/Series:	ACRO-SPORT II ACRO-SPORT	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	005
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	04/01/1989, Annual	Certified Max Gross Wt.:	1560 lbs
Time Since Last Inspection:	23 Hours	Engines:	1 Reciprocating
Airframe Total Time:	48 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320
Registered Owner:	NORMAN J. GATZEMEYER	Rated Power:	150 hp
Operator:	NORMAN J. GATZEMEYER	Operating Certificate(s) Held:	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	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26° C / 20° C
Precipitation and Obscuration:			
Departure Point:	OSHKOSH, WI (OSH)	Type of Flight Plan Filed:	None
Destination:	ESCANABA, MI (ESC)	Type of Clearance:	None
Departure Time:	0925 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	TEDDY E ROBY	Report Date:	06/30/1992
Additional Participating Persons:			
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 pubinquiry@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](#).