



# National Transportation Safety Board Aviation Accident Data Summary

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

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## 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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	58
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	GATZEMEYER 88	<b>Registration:</b>	N55NG
<b>Model/Series:</b>	ACRO-SPORT II ACRO-SPORT	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	NORMAN J. GATZEMEYER	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 180°
<b>Temperature:</b>	26° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	OSHKOSH, WI (OSH)	<b>Destination:</b>	ESCANABA, MI (ESC)

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	TEDDY E ROBY	<b>Adopted Date:</b>	06/30/1992
<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:pubin@ntsb.gov">pubin@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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