



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Marana, AZ	<b>Accident Number:</b>	LAX01LA089
<b>Date &amp; Time:</b>	02/01/2001, 1934 MST	<b>Registration:</b>	N29KK
<b>Aircraft:</b>	Arthur Dragonfly	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The airplane had a total loss of engine power and the pilot made an emergency landing. The airplane was at a cruise altitude of 4,000 feet msl when the engine lost power. The pilot said that he verified that the electric fuel pump switch was in the "on" position. He then moved the fuel mixture control to the "full rich" position and engaged the starter. After his unsuccessful attempts to start the engine, he made an emergency forced landing in open desert terrain.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A total loss of engine power for undetermined reasons. Contributing to the accident was the rough/uneven terrain.

## Findings

---

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: CRUISE

### Findings

1. REASON FOR OCCURRENCE UNDETERMINED  
-----

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY DESCENT/LANDING

### Findings

2. TERRAIN CONDITION - ROUGH/UNEVEN

## Factual Information

On February 1, 2001, at 1934 hours mountain standard time, an amateur-built experimental Arthur Dragonfly, N29KK, lost engine power and made an emergency forced landing southeast of Marana, Arizona. During the landing, the aircraft encountered rough terrain. The airplane sustained substantial damage, and the certificated private pilot, the sole occupant, received only minor injuries. The airplane was being operated by the pilot/owner as a personal flight under 14 CFR Part 91 when the accident occurred. The local flight originated from the Marana Northwest Regional Airport about 1910. Visual meteorological conditions prevailed at the time and no flight plan had been filed.

The pilot told Safety Board investigators that he had been in cruise flight at 4,000 feet mean sea level when the engine quit. He said that he verified that the electric fuel pump switch was in the "on" position. He then moved the fuel mixture control to the "full rich" position and engaged the starter. After his unsuccessful attempts to start the engine, he made an emergency forced landing in open desert terrain. During the forced landing, the forward canard was damaged.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/10/2000
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	12/13/2000
<b>Flight Time:</b>	255 hours (Total, all aircraft), 18 hours (Total, this make and model), 165 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Arthur	Registration:	N29KK
Model/Series:	Dragonfly	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	300
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/01/1901, Annual	Certified Max Gross Wt.:	1112 lbs
Time Since Last Inspection:	2 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1587 Hours	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	0200
Registered Owner:	Gene Arthur	Rated Power:	100 hp
Operator:	Allen L. Petterson	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	TUS	Distance from Accident Site:	
Observation Time:	1855 MST	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.27 inches Hg	Temperature/Dew Point:	11 °C / -4 °C
Precipitation and Obscuration:			
Departure Point:	Marana, AZ (E14)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1910 MST	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):** ROBERT R CRISPIN **Report Date:** 02/25/2003

**Additional Participating Persons:** Jack G Major; SDL FSDO, FAA; Scottsdale, AZ

**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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).