



National Transportation Safety Board Aviation Accident Data Summary

Location:	Marana, AZ	Accident Number:	LAX01LA089
Date & Time:	02/01/2001, 1934 MST	Registration:	N29KK
Aircraft:	Arthur Dragonfly	Injuries:	1 Minor
Flight Conducted Under:	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

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

Pilot Information

Certificate:	Private	Age:	43
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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	Engines:	1 Reciprocating
Operator:	Allen L. Petterson	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	0200
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	TUS	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	/ ,
Temperature:	11 °C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Marana, AZ (E14)	Destination:	

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	ROBERT R CRISPIN	Adopted Date:	02/25/2003
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/ .		

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.