



National Transportation Safety Board Aviation Accident Data Summary

Location:	Elberon, VA	Accident Number:	NYC02LA001
Date & Time:	10/02/2001, 1828 EDT	Registration:	N673KD
Aircraft:	Clark T Bird II	Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The engine start, taxi, and run-up seemed normal. The pilot then tookoff on runway 09, a 1,800-foot long, 50-foot wide turf runway. About 50 feet above the ground, the engine lost partial power, and the pilot lowered the nose of the airplane. He then turned right to avoid tree stumps, and the airplane impacted in a soybean field, located off the right side of the runway. The pilot added that within the 60-day period prior to the accident, on two occasions, he had difficulty priming the engine. However, after each occurrence, the fittings and primer hose appeared normal. The airport manager examined the airplane after the accident. He observed that the primer hose, which connected the fuel primer to both carburetors, was loose. The manager could not be certain if it was loose before the impact, or if the impact loosened the hose. A Federal Aviation Administration inspector examined the engine. He was able to rotate the propeller by hand, and attain thumb compression on both cylinders. The inspector observed fuel in the fuel bowl, it appeared similar to automotive gasoline, and was absent of contamination. Due to safety concerns, the inspector did not attempt to check the spark plugs.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A partial power loss for undetermined reasons.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
1. (C) 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 LANDING

Findings
2. TERRAIN CONDITION - CROP

Pilot Information

Certificate:	Private	Age:	51
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	509 hours (Total, all aircraft), 49 hours (Total, this make and model), 509 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Clark	Registration:	N673KD
Model/Series:	T Bird II	Engines:	1 Reciprocating
Operator:	Richard B. Clark	Engine Manufacturer:	Rotax
Operating Certificate(s) Held:	None	Engine Model/Series:	582
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PHF, 43 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	19°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Elberon, VA (NONE)	Destination:	

Airport Information

Airport:	Private (NONE)	Runway Surface Type:	Grass/turf
Runway Used:	090	Runway Surface Condition:	Dry
Runway Length/Width:	1800 ft / 50 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Robert J Gretz

Adopted Date: 05/01/2003

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/>.

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