



National Transportation Safety Board Aviation Accident Data Summary

Location:	Rio Vista, CA	Accident Number:	LAX02LA078
Date & Time:	02/02/2002, 1300 PST	Registration:	N2221X
Aircraft:	Robinette Ultra Pup	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The experimental, amateur-built airplane landed off-airport following a total loss of engine power on climbout. The pilot reported that during the initial climb after a slow-flight, low pass down the 4,200-foot-long runway and while about 200 feet above ground level, the engine lost all power although the propeller continued to windmill. After the accident, there was about 9 gallons of 100-octane aviation fuel aboard. Earlier the same day he had flown a prior flight leg on the same tank of fuel. The pilot suspected that carburetor icing was the cause of the engine loss of power. The airplane was equipped with a Mosler converted automotive engine, and was equipped with carburetor heat. The carburetor heat control was in the "on" position when engine power was lost. A generic carburetor icing probability chart used by the Safety Board showed the ambient temperature and dew point conditions to have been within the region marked "serious icing - cruise or climb power."

Probable Cause

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

Findings

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

Findings

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

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 - GROUND

Pilot Information

Certificate:	Private	Age:	56
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	426 hours (Total, all aircraft), 8 hours (Total, this make and model), 363 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Robinette	Registration:	N2221X
Model/Series:	Ultra Pup	Engines:	1 Reciprocating
Operator:	Gregg L. McCurdy	Engine Manufacturer:	Mosler
Operating Certificate(s) Held:	None	Engine Model/Series:	VW4
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:	SAC, 24 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	3 knots / , Variable
Temperature:	11 °C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Rio Vista, CA (O88)	Destination:	

Airport Information

Airport:	Rio Vista (O88)	Runway Surface Type:	Asphalt
Runway Used:	25	Runway Surface Condition:	Dry
Runway Length/Width:	4200 ft / 75 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): RICHARD B PARKER

Adopted Date: 09/30/2003

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.