



National Transportation Safety Board Aviation Accident Factual Report

Location:	Los Fresnos, TX	Accident Number:	DFW05LA153
Date & Time:	06/02/2005, 0750 CDT	Registration:	N1UH
Aircraft:	Parkwood Enterprises, Inc Glasair Super II-S	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On June 2, 2005, at 0750 central daylight time, a single-engine Parkwood Enterprises, Inc, Glasair Super II-S experimental airplane, N1UH, was substantially damaged during a forced landing following a loss of engine power during take off from a private airstrip near Los Fresnos, Texas. The commercial pilot, sole occupant of the airplane, was not injured. The airplane was registered to, and operated by a private company. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight conducted under 14 Code of Federal Regulations Part 91.

In a written statement, the pilot stated that prior to departure, he checked all of the flight instruments, cycled the propeller, checked the magnetos and engine gauges. All checks were normal. The pilot then applied full power and proceeded to take-off from Runway 32. He said that as soon as the airplane became airborne, the engine stopped producing power and it descended and struck a fence before coming to rest in the upright position. The pilot reported that the wings, undercarriage, and right elevator sustained structural damage. The landing gear and propeller were also damaged.

The airplane, which had accumulated a total of 552.8 hours since new, was powered by a 180-horsepower Lycoming IO-360 engine. Examination of the aircraft fuel system by an FAA certificated airframe and powerplant mechanic revealed the fuel injector screen was absent of debris. When the fuel line between the fuel pump and fuel injection servo was removed, little to no fuel was found in the lines. There was no fuel in the fuel injector or in the line between the fuel boost pump and the engine driven fuel pump. In addition, there was no fuel in the hose between the flow divider and the fuel injector servo. Further examination revealed a blockage between the connector in the fuel tank to the engine driven fuel pump.

The pilot reported a total flight time of 5,669.5 hours, of which, 552.8 hours were in same make and model. He also reported that at the time of the accident, the winds were calm.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	58, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	10/01/2004
Occupational Pilot:		Last Flight Review or Equivalent:	05/01/2005
Flight Time:	5669 hours (Total, all aircraft), 552 hours (Total, this make and model), 25 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Parkwood Enterprises, Inc	Registration:	N1UH
Model/Series:	Glaser Super II-S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	2227
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	08/01/2004, Annual	Certified Max Gross Wt.:	1325 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	552.8 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	IO-360
Registered Owner:	Parkwood Enterprises, Inc	Rated Power:	180 hp
Operator:	Parkwood Enterprises, Inc	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HRL, 22 ft msl	Distance from Accident Site:	
Observation Time:	0801 CDT	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 600 ft agl	Visibility	9 Miles
Lowest Ceiling:	Overcast / 2100 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.79 inches Hg	Temperature/Dew Point:	26° C / 24° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Los Fresnos, TX (NONE)	Type of Flight Plan Filed:	None
Destination:	Los Fresnos, TX (NONE)	Type of Clearance:	None
Departure Time:	0750 CDT	Type of Airspace:	

Airport Information

Airport:	Private	Runway Surface Type:	Grass/turf
Airport Elevation:	22 ft	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	25.906389, -97.425833

Administrative Information

Investigator In Charge (IIC):	Leah D Yeager
Additional Participating Persons:	Thomas Drake; FAA/FSDO; San Antonio, TX
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/ .