



# National Transportation Safety Board Aviation Accident Final Report

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

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## Analysis

Prior to departure, the 5,669-hour commercial pilot checked the flight instruments, magnetos and engine gauges. All systems were normal. The pilot then applied full power and proceeded to takeoff. Shortly after the airplane became airborne, the engine stopped producing power and it descended and struck a fence near the end of the runway. Examination of the fuel system revealed a blockage between the connector in the fuel tank to the engine driven fuel pump, which resulted in a loss of engine power.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A blocked fuel line in the fuel tank, which resulted in a loss of engine power due to fuel starvation.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CLIMB

Findings

1. (C) FUEL SYSTEM,LINE - BLOCKED(TOTAL)
2. (C) FLUID,FUEL - STARVATION

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Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: EMERGENCY LANDING

Findings

3. OBJECT - FENCE

## Factual Information

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

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	58, 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>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	10/01/2004
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	05/01/2005
<b>Flight Time:</b>	5669 hours (Total, all aircraft), 552 hours (Total, this make and model), 25 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

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

## Meteorological Information and Flight Plan

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

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Leah D Yeager	<b>Report Date:</b>	01/31/2006
<b>Additional Participating Persons:</b>	Thomas Drake; FAA/FSDO; San Antonio, TX		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> .		

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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](#).