



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Walhalla, SC	<b>Accident Number:</b>	ATL06LA060
<b>Date &amp; Time:</b>	04/02/2006, 0945 EDT	<b>Registration:</b>	N9085N
<b>Aircraft:</b>	Just Aircraft LLC Highlander	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

According to the builder/owner of the airplane, the airplane was certified as a Light Sport Airplane (LSA) on March 28, 2006, and was being prepared for an air show in Florida. During the preparation of the airplane, the builder/owner stated that they noticed that a vacuum hose was loose. They repaired the hose and the pilot flew the airplane around for an hour, and everything checked out "ok". The builder/owner stated that on the morning of the accident the pilot flew the airplane around again to check to make sure they had good "temperatures". The pilot took off again and after climbing to approximately 100 feet AGL the engine began to sputter in and out. He landed the airplane and shut the engine down. The builder/owner stated that when the pilot started up the airplane again he conducted 2 run-ups before take off. Both run-ups sounded good. The pilot took off again and the engine again began to sputter during the climb out. A witness who was located across the lake from the airstrip heard the engine sputtering as he observed the airplane above the tree line adjacent to the lake. The airplane made a hard left turn but was "still on a level plain". The airplane went below the tree line and disappeared from view. The witness heard "the engine race one last time before the sound of impact." Examination of the fuel pumps revealed that both pumps had a fine mesh screens on the inlet side of the pumps. The screens were found to have excessive debris build up. Examination of the debris revealed it appeared to be fiberglass fibers, and the fibers were consistent with the fuel tank construction materials.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot and owner/builders failure to determine the reason for partial loss of engine power resulting in loss of engine power due to fuel system contamination on a subsequent flight.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. FUEL SYSTEM - CONTAMINATION
2. (C) MAINTENANCE, INSPECTION - IMPROPER - COMPANY MAINTENANCE PERSONNEL
3. FLUID, FUEL - STARVATION

Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - EMERGENCY

Findings

4. OBJECT - TREE(S)  
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - GROUND

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	3850 hours (Total, all aircraft), 1500 hours (Total, this make and model), 3800 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Just Aircraft LLC	<b>Registration:</b>	N9085N
<b>Model/Series:</b>	Highlander	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Gary W Schmitt	<b>Engine Manufacturer:</b>	Rotax
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	914
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

### Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	CEU, 892 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	Calm, Variable
<b>Temperature:</b>	19° C / 8° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Walhalla, SC	<b>Destination:</b>	Walhalla, SC

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Eric H Alleyne	Adopted Date:	06/27/2007
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 <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.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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