



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Chandler, AZ	<b>Accident Number:</b>	WPR11LA246
<b>Date &amp; Time:</b>	06/02/2011, 2000 MST	<b>Registration:</b>	N101MY
<b>Aircraft:</b>	SCOTTISH AVIATION SERIES 100 MDL 101	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot reported that the engine surged and sustained a partial loss of engine power during a local night flight. He attempted to restore engine power, but was unsuccessful and made a forced landing to an open field where the airplane impacted a ditch, collapsing the landing gear and bending the firewall during the landing roll. The pilot said that the entire flight was performed with the fuel selector on the "BOTH" position and that when the engine first began to surge, the fuel gauges registered a quarter of capacity in each tank.

The fuel system consisted of inner and outer interconnected tanks in each wing, which supplied fuel through a non-return valve to a fuel selector, a filter, and a booster pump grouped together near the front left seat, then through the engine-driven pump to the injector unit. Unusable fuel in each wing is 0.5 gallons. Airplane recovery personnel said that no fuel was found in the left wing tanks and about 8 gallons of fuel were found in the right wing tanks, although the gear collapse may have allowed fuel to migrate from the high wing to the low wing. The airplane was examined and no fuel system discrepancies were found. The engine was test run in the airframe and it started and ran normally.

## Flight Events

Approach - Loss of engine power (partial)  
Emergency descent - Off-field or emergency landing  
Landing-landing roll - Nose over/nose down

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power during cruise flight for reasons that could not be determined because postaccident examination did not reveal any anomalies that would have precluded normal operation.

## Findings

Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	64
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	<b>Instructor Rating(s):</b>		
<b>Flight Time:</b>	28000 hours (Total, all aircraft), 300 hours (Total, this make and model), 20000 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	SCOTTISH AVIATION	<b>Registration:</b>	N101MY
<b>Model/Series:</b>	SERIES 100 MDL 101	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	LYCOMING
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	IO-360-A1B6
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>		<b>Weather Information Source:</b>	Pilot
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Dusk	<b>Wind Speed/Gusts, Direction:</b>	Light and Variable, Variable
<b>Temperature:</b>		<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; In the Vicinity - No Precipitation		
<b>Departure Point:</b>	Chandler, AZ (CHD)	<b>Destination:</b>	Chandler, AZ (CHD)

## Airport Information

<b>Airport:</b>	Chandler Municipal (CHD)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	N/A	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wayne R Pollack	<b>Adopted Date:</b>	01/15/2013
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=79294">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=79294</a>		

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