



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Hartland, ME	<b>Accident Number:</b>	ERA11CA500
<b>Date &amp; Time:</b>	09/01/2011, 1730 EDT	<b>Registration:</b>	None
<b>Aircraft:</b>	SPECTRUM RX 550	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot stated that, while on a local flight, he was circling a field when the engine stopped running. He then executed a forced landing to the field, which was not uniformly level. During the landing the right wing hit the ground and the airplane cartwheeled before coming to rest upside down. The pilot stated that he believed that water got into the gasoline, which caused the engine to stop running. A postaccident examination of the airplane revealed that the wing was substantially damaged. No registration number was present on the airplane and no data plate was present on either the airplane or the engine. Review of Federal Aviation Administration records revealed that the airplane was not registered and the pilot was not certificated. The FAA also advised the NTSB that no maintenance records were recovered.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A total loss of engine power due to fuel contamination.

## Findings

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<b>Aircraft</b>	Fuel - Fluid condition (Cause)
<b>Personnel issues</b>	Preflight inspection - Pilot (Cause) Qualification/certification - Pilot

## Factual Information

### History of Flight

Prior to flight	Fuel contamination
Maneuvering	Loss of engine power (total) (Defining event)
Emergency descent	Off-field or emergency landing
Landing	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	None	Age:	51, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None	Last Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 0 hours (Total, all aircraft), 0 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	SPECTRUM	Registration:	None
Model/Series:	RX 550	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	None
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1050 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	On file	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	WVL, 333 ft msl	Observation Time:	1735 EDT
Distance from Accident Site:	22 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	225°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	23°C / 13°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	3 knots, 250°	Visibility (RVR):	
Altimeter Setting:	30.13 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hartland, ME	Type of Flight Plan Filed:	None
Destination:	Hartland, ME	Type of Clearance:	None
Departure Time:	EDT	Type of Airspace:	

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Todd G Gunther	Adopted Date:	01/18/2012
Additional Participating Persons:	David W Knowles; FAA/FSDO; Portland, ME		
Publish Date:	01/18/2012		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=81880">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=81880</a>		

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.