



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Canton, GA	<b>Accident Number:</b>	ERA14LA089
<b>Date &amp; Time:</b>	01/04/2014, 1530 EST	<b>Registration:</b>	N611SP
<b>Aircraft:</b>	FK LIGHTPLANES FK9 ELA SW	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot reported that, while in cruise flight, the engine experienced a partial power loss. The airplane was unable to maintain altitude, so the pilot chose to perform an off-airport landing to an open field. During the landing roll, the airplane encountered a berm, became airborne, and then landed hard.

Examination of the engine revealed that the carburetor float chamber vent lines had been incorrectly routed to the air filter. The engine manufacturer's installation manual cautioned that the float chamber vent lines must not be routed into the slipstream or down the firewall because "pressure differences between the intake pressure in the carburetor chambers may lead to engine malfunction due to incorrect fuel supply." Therefore, it is likely that the incorrectly installed vent line resulted in back pressure to the float bowl that exceeded the normal operating range, which would have affected the engine's fuel-air mixture and led to the partial loss of engine power.

## Flight Events

Enroute-cruise - Loss of engine power (partial)  
Landing - Off-field or emergency landing  
Landing-landing roll - Landing gear collapse

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A partial loss of engine power during cruise flight due to an overly lean fuel-air mixture, which resulted from an incorrectly installed float chamber vent line and led to a subsequent off-airport landing.

## Findings

Aircraft-Aircraft power plant-Engine (reciprocating)-(general)-Incorrect service/maintenance - C  
Personnel issues-Task performance-Maintenance-Installation-Maintenance personnel - C  
Environmental issues-Physical environment-Terrain-Rough terrain-Contributed to outcome

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	30
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	83.7 hours (Total, all aircraft), 16.8 hours (Total, this make and model), 45.6 hours (Pilot In Command, all aircraft), 7.6 hours (Last 90 days, all aircraft), 4.6 hours (Last 30 days, all aircraft), 2.6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	FK LIGHTPLANES	<b>Registration:</b>	N611SP
<b>Model/Series:</b>	FK9 ELA SW	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Rotax
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	912ULS
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KCNI, 1219 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 1500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	9 knots / , 90°
<b>Temperature:</b>	2° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Hartwell, GA (OGA1)	<b>Destination:</b>	Atlanta, GA (RYY)

## Airport Information

<b>Airport:</b>	CHEROKEE COUNTY (CNI)	<b>Runway Surface Type:</b>	N/A
<b>Runway Used:</b>	N/A	<b>Runway Surface Condition:</b>	Dry; Rough; Vegetation
<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
<b>Latitude, Longitude:</b>	34.230833, -84.295278 (est)		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Shawn Etcher	<b>Adopted Date:</b>	04/27/2015
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88646">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88646</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

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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.