



National Transportation Safety Board Aviation Accident Data Summary

Location:	Reading, PA	Accident Number:	ERA15LA294
Date & Time:	08/01/2015, 1319 EDT	Registration:	N6566D
Aircraft:	COMMANDER AIRCRAFT CO 114	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the airline transport pilot, about 30 minutes into the personal flight and while the airplane was at 3,000 ft mean sea level, the engine "seemed to lose power for a second." About 1 second later, the engine "shut off completely." The pilot tried to restart the engine by turning on the electric fuel boost pump and then moving the fuel selector to each of the positions without success. He then moved the fuel selector back to the "both tanks" position and set the nose pitch for best glide speed; however, the airplane was unable to glide to the airport, so the pilot set it up for an off-field landing. During the forced landing, the airplane encountered uneven terrain, and the right wing struck a tree.

A postaccident engine test run was conducted, and the engine would not start. Subsequent examination of the engine revealed that a fuel supply line fitting at the fuel manifold was loose and that fuel leaked excessively from the fitting when the electric boost pump was turned on. After the fitting was tightened, the engine started without hesitation and ran continuously at idle power. Due to three bent propeller blades and vibration, a higher power setting was not attempted. A review of the airplane and engine logbooks found no entries indicating that any recent maintenance had been conducted on the fuel system.

Flight Events

Prior to flight - Aircraft maintenance event
Enroute-cruise - Loss of engine power (total)
Emergency descent - Off-field or emergency landing
Landing-landing roll - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The improper installation of the fuel supply line fitting at the fuel manifold, which resulted in the line loosening in-flight, fuel leakage, and a subsequent total loss of engine power.

Findings

Aircraft-Aircraft power plant-Engine fuel and control-(general)-Incorrect service/maintenance - C
Personnel issues-Task performance-Maintenance-Installation-Maintenance personnel - C
Environmental issues-Physical environment-Terrain-Rough terrain-Contributed to outcome
Environmental issues-Physical environment-Object/animal/substance-Tree(s)-Contributed to outcome

Pilot-Rated Passenger Information

Certificate:	Private	Age:	56
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	327 hours (Total, all aircraft)		

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial; Private	Age:	47
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	3700 hours (Total, all aircraft), 546 hours (Total, this make and model), 2680 hours (Pilot In Command, all aircraft), 191 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	COMMANDER AIRCRAFT CO	Registration:	N6566D
Model/Series:	114 B	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-540-T4B5
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	RDG, 343 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	10 knots, 260°
Temperature:	30° C / 12° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Reading, PA (RDG)	Destination:	Reading, PA (RDG)

Airport Information

Airport:	Reading Regional Airport (RDG)	Runway Surface Type:	
Runway Used:	N/A	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

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

