



National Transportation Safety Board Aviation Accident Data Summary

Location:	Decatur, TX	Accident Number:	CEN16LA219
Date & Time:	06/06/2016, 1730 CDT	Registration:	N8CX
Aircraft:	FLOHR DAVID J R 80 TIGER MOTH	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airline transport pilot reported that he was flying his experimental, amateur-built airplane about 500 ft above ground level over his ranch when he smelled something burning. About 15 seconds later, the engine experienced a total loss of power, and the propeller stopped spinning. The airplane impacted a ditch and nosed over during the subsequent forced landing. A postaccident examination of the engine revealed that the inline electric boost pump had overheated and burned, which resulted in a loss of fuel supply to the engine.

Flight Events

Maneuvering-low-alt flying - Loss of engine power (total)
Landing-landing roll - Landing gear collapse
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 failure of the electric fuel boost pump, which resulted in fuel starvation and a subsequent total loss of engine power.

Findings

Aircraft-Aircraft systems-Fuel system-Fuel pumps-Failure - C
Environmental issues-Physical environment-Terrain-Sloped/uneven terrain-Contributed to outcome

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	73
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	19000 hours (Total, all aircraft), 56 hours (Total, this make and model), 15000 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	FLOHR DAVID J	Registration:	N8CX
Model/Series:	R 80 TIGER MOTH NO SERIES	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	CONT MOTOR
Operating Certificate(s) Held:	None	Engine Model/Series:	C90-14F
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LUD, 1047 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	3 knots / , 350°
Temperature:	29° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Decatur, TX (90T)	Destination:	Decatur, TX (90T)

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	33.264167, -97.466111		

Administrative Information

Investigator In Charge (IIC):	Pamela S Sullivan	Adopted Date:	07/20/2017
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=93389		

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.

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