



National Transportation Safety Board Aviation Accident Data Summary

Location:	Temple, TX	Accident Number:	CEN18LA118
Date & Time:	03/08/2018, 1045 CST	Registration:	N60JN
Aircraft:	Bereznak Lancair Legacy	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

After leveling off at 9,500 ft, the airline transport pilot switched the fuel selector from the right to the left fuel tank of the experimental, amateur-built airplane. He noticed a change in the sound of the engine, a decline in fuel flow, and a partial loss of engine power. He switched back to the right fuel tank and turned on the auxiliary fuel pump, but this did not correct the problem. Realizing that he would not be able to glide to a nearby airport, the pilot made a forced landing in a plowed field. Postaccident examination of the engine revealed no discrepancies that would have precluded normal operation. The fuel selector was found separated just below the selector handle, and the selector valve was found in the 90-percent-closed position. The fuel selector assembly showed extensive wear. It is likely that the fuel selector separated with the valve in an intermediate position when the pilot changed the fuel selector handle position, which resulted in a partial loss of engine power due to fuel starvation as a result of the nearly closed fuel valve.

Flight Events

Enroute-cruise - Loss of engine power (partial)
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 failure of the fuel selector valve in a nearly closed position, which resulted in a partial loss of engine power due to fuel starvation.

Findings

Aircraft-Aircraft systems-Fuel system-Fuel selector/shutoff valve-Fatigue/wear/corrosion - C
Aircraft-Aircraft systems-Fuel system-Fuel selector/shutoff valve-Not serviced/maintained - F
Personnel issues-Task performance-Inspection-Scheduled/routine inspection-Maintenance personnel - F

Pilot Information

Certificate:	Airline Transport; Commercial; Private	Age:	57
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	3900 hours (Total, all aircraft), 185 hours (Total, this make and model), 3650 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bereznak	Registration:	N60JN
Model/Series:	Lancair Legacy	Engines:	1 Reciprocating
Operator:	Airborne Legacy, LLC	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-550-N
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KTPL, 682 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	7 knots / , 150°
Temperature:	14°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Austin, TX (KAUS)	Destination:	Dallas, TX (KDAL)

Airport Information

Airport:	Draughon-Miller Central TX Reg (TPL)	Runway Surface Type:	N/A
Runway Used:	N/A	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	31.000000, 97.000000 (est)		

Administrative Information

Investigator In Charge (IIC):	Arnold W Scott	Adopted Date:	03/18/2019
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=96849		

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.