

		NTSB ID: CEN09LA341		Aircraft Registration Number: N922TP	
		Occurrence Date: 06/04/2009		Most Critical Injury: Minor	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Spicewood		State TX	Zip Code 78669	Local Time 2000	Time Zone CDT
Airport Proximity: On Airport/Airstrip		Distance From Landing Facility: 0			
Aircraft Information Summary					
Aircraft Manufacturer HUSTON CHARLES D		Model/Series PITTS S-12		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On June 4, 2009, about 2000 central daylight time, a Huston Pitts S-12 homebuilt airplane, N922TP, was substantially damaged during a forced landing following a loss of engine power after takeoff from Spicewood Airport (88R), Spicewood, Texas. The commercial pilot received minor injuries. The personal flight was being conducted under the provisions of Title 14 Code of Federal Regulations Part 91 without a flight plan. The local flight was originating at the time of the accident. Visual meteorological conditions prevailed at the time of the accident.</p> <p>The pilot stated he was flying the 23rd flight in the airplane since it was certified in July, 2008. He was planning on flying a local flight to practice flight characteristics. Prior to flight he "topped off" the fuel tanks. He said preflight and run-up were normal and the fuel checked from the airplane tanks was clean.</p> <p>During climb out from initial takeoff and about 500 feet above the ground (AGL), the master caution light illuminated and the pilot received a "Fuel Pressure" message. The pilot immediately turned to a downwind leg. Soon afterward the engine started sputtering. The pilot turned on the electric fuel boost pump and the engine did not respond. The engine quit when the pilot was approximately abeam midfield, so he turned immediately towards the runway and elected to land in the grass beside the paved runway. During landing the airplane bounced three times before coming to a rest beside the runway.</p> <p>Examination of the airplane showed the engine firewall and both lower wing spars bent. The wing fuel tanks were ruptured and did not contain any fuel. Fuel captured from a fuel line contained small particles of an unidentified substance. The Floscan 201B-6 fuel flow sensor, which was located upstream of the fuel filter, was obstructed with an unidentified substance. The source of the unidentified substance was not located.</p> <p>The airplane was a homebuilt, experimental airplane, manufactured by the pilot. During manufacture the fuel flow sensor was installed upstream of the fuel filter. The pilot told investigators he installed the fuel flow sensor upstream of the fuel filter as depicted on the Pitts Model 12 fuel schematic provided for reference by the airplane airframe kit manufacturer, Jim Kimball Enterprises, Inc. A representative of the airplane airframe kit manufacturer stated the fuel schematic was provided for reference only. He also stated the manufacturer was responsible for determining the location of components per their desires and the installation instructions of each particular component. The notes section of the installation instructions for the Floscan 201B-6 state "The transducer should be mounted downstream of a fuel filter."</p> <p>Updated on Mar 2 2010 12:03PM</p>					
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 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: CEN09LA341			
		Occurrence Date: 06/04/2009			
		Occurrence Type: Accident			
<b>Landing Facility/Approach Information</b>					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
Spicewood Airport	88R	830 Ft. MSL	35	4185	30
Runway Surface Type: Asphalt					
Runway Surface Condition: Dry					
Approach/Arrival Flown: Visual					
VFR Approach/Landing: Forced Landing					
<b>Aircraft Information</b>					
Aircraft Manufacturer		Model/Series		Serial Number	
HUSTON CHARLES D		PITTS S-12		188	
Airworthiness Certificate(s): Experimental (Special)					
Landing Gear Type: Tailwheel					
Amateur Built Acft? Yes	Number of Seats: 2	Certified Max Gross Wt. LBS		Number of Engines: 1	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Conditional	07/2008	Hours	19 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type No	ELT Operated? No	ELT Aided in Locating Accident Site?			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner		Street Address			
		3900 LAGUNA VISTA CV			
HUSTON CHARLES D		City	State	Zip Code	
		AUSTIN	TX	78746-3712	
Operator of Aircraft		Street Address			
		3900 LAGUNA VISTA CV			
HUSTON CHARLES D		City	State	Zip Code	
		AUSTIN	TX	78746-3712	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: CEN09LA341
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**First Pilot Information**

Name On File	City On File	State On File	Date of Birth On File	Age 54
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Sex: M	Seat Occupied: Rear	Occupational Pilot? Unknown	Certificate Number: On File
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Certificate(s): Commercial; Private

Airplane Rating(s): Multi-engine Land; Single-engine Land; Single-engine Sea

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Current Biennial Flight Review? 04/2008

Medical Cert.: Class 3	Medical Cert. Status: With Waivers/Limitations	Date of Last Medical Exam: 06/2008
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	6100	23	4100	2000	1000	800	800			
Pilot In Command(PIC)	6100	23	4100	2000	1000	800	800			
Instructor										
Instruction Received										
Last 90 Days	12	8	12							
Last 30 Days	8	6	8							
Last 24 Hours	0	0	0							

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? No
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: None

Departure Point Same as Accident/Incident Location	State	Airport Identifier 88R	Departure Time 2000	Time Zone CDT
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Destination Same as Accident/Incident Location	State	Airport Identifier 88R	
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Type of Clearance: None

Type of Airspace:

**Weather Information**

Source of Wx Information:

Unknown

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**Weather Information**

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
RYW	2007	CDT	Ft. MSL	NM	Deg. Mag.
Sky/Lowest Cloud Condition: Clear				Ft. AGL	Condition of Light: Day
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: 29.98 "Hg
Temperature: 27 °C	Dew Point: 9 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 350	Wind Speed: 4	Wind Gusts:			
Visibility (RVR): Ft.	Visibility (RVV) SM				
Precip and/or Obscuration:					

**Accident Information**

Aircraft Damage: Substantial	Aircraft Fire: None	Aircraft Explosion: None
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- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot			1		1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -			1		1
Other Ground					
- GRAND TOTAL -			1		1

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Administrative Information

Investigator-In-Charge (IIC)

Daniel Baker

Additional Persons Participating in This Accident/Incident Investigation:

Richard Tarwater  
FAA  
San Antonio, TX