
 <b>National Transportation Safety Board</b> <b>PRELIMINARY REPORT</b> <b>AVIATION</b>		NTSB ID: WPR14LA185		Most Critical Injury: Minor		
		Occurrence Date: 05/03/2014		Investigated By: NTSB		
		Occurrence Type: Accident				
Location/Time						
Nearest City/Place		State	Zip Code	Local Time	Time Zone	
Bluffdale		UT		2000	MDT	
Aircraft Information						
Registration Number		Aircraft Manufacturer		Model/Series Number		
N177MF		177MF LLC		PITTS MODEL 12		
Type of Aircraft: Airplane			Amateur Built Aircraft?			
Injury Summary:		Fatal	Serious	Minor	2	None
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No			
Narrative						
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:						
<p>*** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***</p> <p>On May 3, 2014, about 2000 mountain daylight time, a Pitts 12, N177MA, was substantially damaged in an off-airport landing near Bluffdale, Utah. The pilot/owner and his passenger received minor injuries. The personal flight was conducted under the provisions of Title 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed, and no FAA flight plan was filed for the flight.</p> <p>According to the pilot, he had recently purchased the airplane, and he and his wife planned to fly it from the purchase location in Washington state to their home town of Farmington, New Mexico. The first leg was uneventful, and terminated in a fuel stop at Columbia Gorge (DLS), where the pilot topped off the fuel tank. The next planned fuel stop was in the vicinity of Provo, Utah, and the pilot conducted the cruise portion at an altitude of 9,500 feet above mean sea level (msl). When the airplane was about 30 miles from Provo, the pilot began a gradual descent, and shortly thereafter, the engine quit. He switched from the main tank to the auxiliary tank and attempted to restart the engine, without success. The pilot then turned his attention to selecting an off-airport landing site, located an open field and turned off all electrical items. The airplane landed hard, and "flipped over on its back." The pilot exited, assisted his wife with her exit, and both walked away from the airplane because they smelled fuel. A passer-by arrived within about 15 minutes, and the local authorities were notified of the accident. The airplane was recovered to a secure location 2 days after the accident.</p> <p>The pilot held a private pilot certificate with airplane single engine, multiengine land, rotorcraft-helicopter and instrument airplane ratings. His most recent Federal Aviation Administration (FAA) third-class medical certificate was issued in February 2013, and his most recent flight review was completed in May 2013. FAA information indicated that the airplane was manufactured in 2009, and was equipped with a Vendenyev M14 series radial engine.</p> <p>The 1955 automated weather observation at Provo Municipal airport (PVU), Provo, Utah, located about 20 miles south southeast of the accident site, included winds from 190 degrees at 14 knots, visibility 15 miles, a broken cloud layer at 14,000 feet, temperature 23 degrees C, dew point 2 degrees C, and an altimeter setting of 29.84 inches of mercury.</p> <p>Updated on May 12 2014 12:30PM</p>						
PRELIMINARY INFORMATION - SUBJECT TO CHANGE						

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Other Aircraft Involved		
Registration Number	Aircraft Manufacturer	Model/Series Number

Accident Information	
Aircraft Damage: Substantial	Accident Occurred During:

Crew	Name	Certificate No.	Injury
Pilot			Minor
2			
3			
4			
5			
6			

Operator Information			
Name J Scott Tubb	Operator Designator Code	Doing Business As	

Street Address	City Farmington	State NM	Zip Code
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-Type of Certificate(s) Held: None
Air Carrier Operating Certificate(s):

Operating Certificate:	Operator Certificate:
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Regulation Flight Conducted Under: Part 91: General Aviation
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Type of Flight Operations Conducted: Personal
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Flight Plan/Itinerary
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Type of Flight Plan Filed:			
Last Departure Point	State	Airport Identifier	
Bluffdale	UT		
Destination	State	Airport Identifier	
Provo	UT	PVU	

Weather Information
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Investigator's Source:	Facility ID: PVU	Observation Time (Local): 1955
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Sky/Lowest Cloud Condition:	Ft. AGL
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Lowest Ceiling: Broken	14000 Ft. AGL	Visibility: 15	SM	Altimeter: 29.84	"Hg
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**Weather Information** (Continued from page 2)

Temperature: 23 °C	Dew Point: 2 °C	Wind Direction: 190	
Wind Speed: 14 Kts.	Gusts: Kts.	Weather Conditions at Accident Site:	

**Administration Data**

Notification From	Date
FAA District Office/Coordinator FAA David Rodda	Investigator-In-Charge (IIC) Michael C. Huhn