



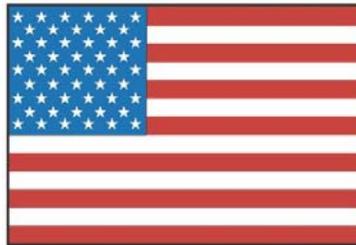
U.S. Department
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**Federal Aviation
Administration**

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SPECIAL AVIATION MAINTENANCE ALERT



**SPECIAL
ALERT NO. 1**

**MAY
2005**

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, DC 20590**

AVIATION MAINTENANCE ALERTS

The Aviation Maintenance Alerts provide a common communication channel through which the aviation community can economically interchange service experience, cooperating in the improvement of aeronautical product durability, reliability, and safety. This publication is prepared from information submitted by those who operate and maintain civil aeronautical products. The contents include items that have been reported as significant, but have not been evaluated fully by the time the material went to press. As additional facts such as cause and corrective action are identified, the data will be published in subsequent issues of the Alerts. This procedure gives Alerts' readers prompt notice of conditions reported via a Mechanical Reliability Report (MRR), a Malfunction or Defect Report (M or D), or a Service Difficulty Report (SDR). Your comments and suggestions for improvement are always welcome. Send to: FAA; ATTN: Aviation Data Systems Branch (AFS-620); P.O. Box 25082; Oklahoma City, OK 73125-5029.

(Editor's notes are provided for editorial clarification and enhancement within an article. They will always be recognized as italicized words bordered by parentheses.)

EXPERIMENTAL; AMATEUR BUILT AIRCRAFT

Kolb; Mark III

The following Special Aviation Maintenance Alert was prompted by a recent aircraft accident involving a Kolb, Model Mark III, which was investigated by the FAA Louisville Flight Standards District Office (FSDO) and the National Transportation Safety Board (NTSB). The findings of this investigation led to a Safety Recommendation from the Louisville FSDO that proposes a series of actions, including a request to issue an immediate Aviation Maintenance Alert.

Due to the findings in a NTSB Preliminary Accident Report concerning a Kolb, Model Mark III, the FAA recommends the inspection of all Kolb or other Experimental Amateur Built aircraft without fuel tank drains installed, for contamination and water. Owners are further encouraged to consider installing fuel pickup inlet screens and proper low point fuel sump drains in the fuel tanks, if not installed.

Fuel sumps, drains, filters, and strainers are inexpensive, lightweight, and effective mechanical measures, which aid both man and machine with fuel management concerns. They cannot, however, prevent fuel contamination. All pilots should be mindful of what goes into their tanks, how long it has been there, and under what circumstances.

The following reprint of the related NTSB Preliminary Accident Report, was obtained from the NTSB website www.nts.gov/ntsb. *(The article is printed as it appears on the NTSB website.)*

NTSB Identification: **NYC05LA017**
14 CFR Part 91: General Aviation
Accident occurred Sunday, November 14, 2004 in London, KY
Aircraft: Labhart Kolb Twinstar Mk III, registration: N83NK
Injuries: 1 Fatal, 1 Serious.

“This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On November 14, 2004, about 1240 eastern standard time, an amateur built Kolb Twinstar Mark III, N83NK, was substantially damaged during a forced landing at Chestnut Knolls Airport (3KY2), London, Kentucky. The certificated private pilot was fatally injured, and the passenger sustained serious injuries. Visual meteorological conditions prevailed, and no flight plan was filed for the personal flight conducted under 14 CFR Part 91. According to a Federal Aviation Administration (FAA) inspector, the pilot owned the airplane and kept it in a hangar at 3KY2. The airplane was equipped with two 5-gallon fuel tanks that simultaneously fed into the engine. The airplane was not equipped with a fuel sump. On the day of the accident, the pilot added 1 gallon of automobile gasoline to the airplane, which brought the total amount of fuel on board to approximately 7 gallons. The pilot completed a preflight inspection of the airplane. He then started the engine, taxied to runway 26, and departed uneventfully. The pilot completed a touch and go landing, and a full stop landing on runway 26. The pilot then boarded a passenger, and completed another touch and go landing. While in the traffic pattern for a second landing with the passenger, the engine lost power. The pilot attempted to glide to runway 26, but the airplane impacted upsloping terrain 2-3 feet prior to the runway threshold. The airplane came to rest upright, in a grassy area to the left of runway centerline. During the impact, the airplane sustained substantial damage to the forward fuselage area. Examination of the airplane revealed no rotational damage to the propeller. The FAA inspector observed fuel present in both fuel tanks, fuel lines, the mechanical fuel pump, the electrical fuel pump, and both carburetors. However, sediment was noted in the fuel line prior to the fuel filter. The inspector also observed sediment in the left and right fuel tanks, and retained a fuel sample from the right tank. In addition, the engine was retained for further examination. The reported weather at an airport approximately 8 miles east of the accident site, at 1253, was: wind from 050 degrees at 4 knots; visibility 10 miles; sky clear; temperature 55 degrees F; dew point 34 degrees F; altimeter 30.64 inches Hg.”

FOR FURTHER INFORMATION ON THIS SUBJECT, YOU MAY CONTACT:

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