Analysis
The instructor pilot reported that she preflighted the fuel quantity of the high-wing Special Light
Sport Aircraft (S-LSA) by looking at the fuel quantity tube that was located between the pilots’ seats. She
reported that it indicated 1/2 tank, or about 11 gallons of fuel. The pilot departed on a
demonstration flight. After approximately 30 minutes of flight, the pilot was returning to the airport
when the engine stopped. The engine was restarted, but stopped again about one minute later. The
engine stopped and was restarted about five times. The pilot executed a forced landing to a field, and
the airplane nosed over during the landing roll. Inspection of the fuel system revealed that it was
empty; the engine ran when fuel was provided. The inspection of the fuel quantity tube revealed that
it was “discolored,” and that there was a crease in the tube at the half-way point. The pilot reported
that the crease in the tube made it appear that there was 1/2 tank of fuel. The airplane was also
equipped with a fuel quantity gauge on the instrument panel which operated normally.

Flight Events
Enroute - Fuel exhaustion
Emergency descent - Loss of engine power (total)
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 total loss of total engine power due to fuel exhaustion as a result of the instructor pilot’s inadequate
preflight inspection. Contributing to the accident was the creased fuel quantity tube.

Findings
Aircraft-Fluids/misc hardware-Fluids-Fuel-Fluid level - C
Aircraft-Aircraft systems-Fuel system-Fuel indication system-Damaged/degraded - F
Personnel issues-Task performance-Inspection-Preflight inspection-Pilot - C
Flight Instructor Information

Certificate: Flight Instructor; Commercial  
Age: 28  
Airplane Rating(s): Multi-engine Land; Single-engine Land  
Instrument Rating(s): Airplane  
Other Aircraft Rating(s): None  
Instructor Rating(s): Airplane Single-engine  
Flight Time: 425 hours (Total, all aircraft), 28 hours (Total, this make and model), 270 hours (Pilot In Command, all aircraft), 56 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)

Aircraft and Owner/Operator Information

Aircraft Make: Remos  
Registration: N261RA  
Model/Series: G-3/6000  
Engines: 1 Reciprocating  
Operator: Experimental Aircraft Association  
Engine Manufacturer: Rotax  
Operating Certificate(s) Held: None  
Engine Model/Series: 912-UL-S  
Flight Conducted Under: Part 91: General Aviation - Instructional

Meteorological Information and Flight Plan

Conditions at Accident Site: Visual Conditions  
Condition of Light: Day  
Observation Facility, Elevation:  
Weather Information Source: Unknown  
Lowest Ceiling: Visibility  
Temperature:  
Wind Speed/Gusts, Direction: /  
Precipitation and Obscuration:  
Departure Point: Oshkosh, WI (OSH)  
Destination: Oshkosh, WI (OSH)

Wreckage and Impact Information

Crew Injuries: 1 None  
Passenger Injuries: 1 None  
Ground Injuries: N/A  
Aircraft Damage: Substantial  
Aircraft Fire: None  
Aircraft Explosion: None  
Latitude, Longitude: 43.984167, -88.556944

Administrative Information

Investigator In Charge (IIC): James P Silliman  
Adopted Date: 09/10/2009  
Note: This accident report documents the factual circumstances of this accident as described to the NTSB.  
Investigation Docket: http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=74194

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.