



National Transportation Safety Board Aviation Accident Final Report

Location:	LINDSBORG, KS	Accident Number:	CHI94LA096
Date & Time:	03/02/1994, 1445 CST	Registration:	N3592R
Aircraft:	PIPER PA-28-180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRPLANE WAS IN CRUISE FLIGHT WHEN THE ENGINE LOST POWER. THE PILOT SWITCHED FUEL TANKS SEVERAL TIMES IN AN ATTEMPT TO REGAIN POWER. HE WAS UNABLE TO SUSTAIN ENGINE POWER AND RESORTED TO A FORCED LANDING ON A ROAD, WHERE THE WING STRUCK A SIGN. SUBSEQUENT INVESTIGATION REVEALED ONLY UNUSABLE FUEL REMAINING IN THE TANKS. THE PILOT STATED THAT HE THOUGHT THAT HE HAD FIVE HOURS OF FUEL ON BOARD THE AIRPLANE FOR THE INTENDED FLIGHT, BUT AFTER 4.4 HOURS ON THE HOBBS METER THE ENGINE BEGAN TO LOSE POWER FROM FUEL EXHAUSTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: was the pilot-in-command's failure to refuel the airplane during the flight. Factors were fuel exhaustion, the sign, and the pilot-in-command's lack of total experience in type of airplane.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE

Findings

1. (F) FLUID,FUEL - EXHAUSTION
2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) OBJECT - SIGN

Factual Information

On March 2, 1994, at 1445 central standard time, a Piper PA-28- 180, N3592R, registered to Sky-Breeze Aviation, Inc., of Lubbock, Texas, and operated by a private pilot, experienced a loss of engine power, followed by a forced landing on a road in Lindsborg, Kansas. The airplane sustained substantial damage on landing. The pilot and two passengers reported no injuries. The personal 14 CFR Part 91 flight was operating in visual meteorological conditions. A VFR flight plan was on file for the flight from Lubbock, Texas departing about 1045 with the intended destination of Salina, Kansas.

The pilot indicated that he expected the to have five hours of fuel on board the airplane. He stated that after 4.4 hours on the hobbs meter the engine lost power and he conducted a forced landing on a highway where the wing of the airplane struck a road marker. Post accident inspection revealed only unusable fuel remaining in the fuel tanks.

Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Unknown	Last FAA Medical Exam:	10/15/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	166 hours (Total, all aircraft), 5 hours (Total, this make and model), 92 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3592R
Model/Series:	PA-28-180 PA-28-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-5705
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	05/07/1993, Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	180 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6840 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A3A
Registered Owner:	SKY-BREEZE AVIATION, INC.	Rated Power:	180 hp
Operator:	SKY-BREEZE AVIATION, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SLN, 0 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	1508 CST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 20000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11 °C / 3 °C
Precipitation and Obscuration:			
Departure Point:	LUBBOCK, TX (F82)	Type of Flight Plan Filed:	VFR
Destination:	SALINA, KS (SLN)	Type of Clearance:	None
Departure Time:	1045 CST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): STEPHEN A WILSON **Report Date:** 11/14/1994

Additional Participating Persons: KATHLEEN I PERSON; WICHITA, KS

Publish Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).