



National Transportation Safety Board Aviation Accident Final Report

Location:	WINSTON-SALEM, NC	Accident Number:	ATL94LA074
Date & Time:	04/02/1994, 1847 EST	Registration:	N4298Y
Aircraft:	PIPER PA-28-180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT REPORTED THAT WHILE IN CRUISE FLIGHT, THE AIRCRAFT ENGINE STOPPED PRODUCING POWER. HE ATTEMPTED A FORCED LANDING, AND DURING THE LANDING ROLL, THE AIRCRAFT STRUCK A BUILDING. INSPECTION OF THE AIRCRAFT REVEALED THAT THE FUEL SELECTOR WAS SELECTED TO THE RIGHT FUEL TANK. THE RIGHT FUEL TANK HAD ONE PINT OF FUEL REMAINING, AND THE LEFT TANK HAD TEN GALLONS OF FUEL REMAINING. A TEST RUN OF THE AIRCRAFT ENGINE REVEALED THAT THE ENGINE OPERATED NORMALLY AT VARIOUS SPEEDS. THE AIRCRAFT FUEL GAUGES OPERATED NORMALLY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's failure to place the aircraft fuel selector to the tank with fuel remaining.

Findings

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

Findings

1. FLUID,FUEL - STARVATION
 2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

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

Findings

3. OBJECT - BUILDING(NONRESIDENTIAL)

Factual Information

On April 2, 1994, about 1847 eastern standard time, a Piper PA-28-180, N4298Y was substantially damaged following a forced landing near Winston-Salem, North Carolina. Neither the private pilot nor his passenger were injured in the accident. The aircraft was being operated under 14 CFR Part 91 by the pilot. Visual meteorological conditions existed, and no flight plan had been filed for the personal flight. The flight departed Walnut Grove, North Carolina about 1647.

The pilot reported that the engine began to run roughly, and he elected to attempt an emergency landing in a field. The aircraft struck a building prior to coming to rest in the field.

Examination of the aircraft revealed that the right fuel tank had one pint of fuel remaining in the tank. The left fuel tank had approximately 10 gallons of fuel remaining. The aircraft fuel tank selector was selected to the right fuel tank. The aircraft fuel line to the carburetor was dry, and the carburetor bowl was empty. The aircraft fuel pump was checked and was working properly. The aircraft fuel gages were checked, and were working properly.

A test run of the aircraft engine showed the engine to start easily, and operate normally at various speeds.

Pilot Information

Certificate:	Private	Age:	20, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/02/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	98 hours (Total, all aircraft), 3 hours (Total, this make and model), 67 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4298Y
Model/Series:	PA-28-180 PA-28-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	8390048
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	03/18/1994, Annual	Certified Max Gross Wt.:	2560 lbs
Time Since Last Inspection:	47 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5865 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A4M
Registered Owner:	PIEDMONT AVIATION, INC.	Rated Power:	180 hp
Operator:	COLLIER, STEPHEN C.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	INT, 970 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1845 EST	Direction from Accident Site:	150°
Lowest Cloud Condition:	Scattered / 1000 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19° C / -6° C
Precipitation and Obscuration:			
Departure Point:	WALNUT GROVE, NC (NC28)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1715 EST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): ROFF H SASSER, **Report Date:** 12/07/1994

Additional Participating Persons: KEN D KESEY; WINSTON-SALEM, NC

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/>.

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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](#).