



# National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| <b>Location:</b>               | WINSTON-SALEM, NC                    | <b>Accident Number:</b> | ATL94LA074 |
| <b>Date &amp; Time:</b>        | 04/02/1994, 1847 EST                 | <b>Registration:</b>    | N4298Y     |
| <b>Aircraft:</b>               | PIPER PA-28-180                      | <b>Injuries:</b>        | 2 None     |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Personal |                         |            |

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## 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

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

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

### Findings

3. OBJECT - BUILDING(NONRESIDENTIAL)

## Pilot Information

|                                  |   |                              |      |
|----------------------------------|---|------------------------------|------|
| <b>Certificate:</b>              | Private   | <b>Age:</b>                  | 20   |
| <b>Airplane Rating(s):</b>       | Single-engine Land  | <b>Instrument Rating(s):</b> | None |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Instructor Rating(s):</b> | None |
| <b>Flight Time:</b>              | 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

|                                       |                                      |                             |                 |
|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| <b>Aircraft Make:</b>                 | PIPER                                | <b>Registration:</b>        | N4298Y          |
| <b>Model/Series:</b>                  | PA-28-180 PA-28-180                  | <b>Engines:</b>             | 1 Reciprocating |
| <b>Operator:</b>                      | COLLIER, STEPHEN C.                  | <b>Engine Manufacturer:</b> | LYCOMING        |
| <b>Operating Certificate(s) Held:</b> | None                                 | <b>Engine Model/Series:</b> | O-360-A4M       |
| <b>Flight Conducted Under:</b>        | Part 91: General Aviation - Personal |                             |                 |

## Meteorological Information and Flight Plan

|   |                         |                                     |                              |
|---|-------------------------|-------------------------------------|------------------------------|
| <b>Conditions at Accident Site:</b>     | Visual Conditions       | <b>Condition of Light:</b>          | Day                          |
| <b>Observation Facility, Elevation:</b> | INT, 970 ft msl         | <b>Weather Information Source:</b>  | Weather Observation Facility |
| <b>Lowest Ceiling:</b>                  | None / 0 ft agl         | <b>Wind Speed/Gusts, Direction:</b> | 6 knots / , 220°             |
| <b>Temperature:</b>                     | 19° C                   | <b>Visibility</b>                   | 20 Miles                     |
| <b>Precipitation and Obscuration:</b>   |                         |                                     |                              |
| <b>Departure Point:</b>                 | WALNUT GROVE, NC (NC28) | <b>Destination:</b>                 |                              |

## Wreckage and Impact Information

|                             |        |                            |             |
|-----------------------------|--------|----------------------------|-------------|
| <b>Crew Injuries:</b>       | 1 None | <b>Aircraft Damage:</b>    | Substantial |
| <b>Passenger Injuries:</b>  | 1 None | <b>Aircraft Fire:</b>      | None        |
| <b>Ground Injuries:</b>     | N/A    | <b>Aircraft Explosion:</b> | None        |
| <b>Latitude, Longitude:</b> |        |                            |             |

## Administrative Information

|                                      |  |                      |            |
|--------------------------------------|--|----------------------|------------|
| <b>Investigator In Charge (IIC):</b> | ROFF H SASSER,   | <b>Adopted Date:</b> | 12/07/1994 |
| <b>Investigation Docket:</b>         | 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> . |                      |            |

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