



National Transportation Safety Board Aviation Accident Data Summary

Location:	WELLINGTON, KS	Accident Number:	CHI94FA253
Date & Time:	08/01/1994, 0745 CDT	Registration:	N3693M
Aircraft:	PIPER PA-28-181	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane had been delivered to the owner after undergoing a major engine overhaul at Newburgh, NY. The private pilot was also the mechanic who had performed the overhaul and the ferry flight. The last refueling was performed between 4.2 and 4.5 flight hours prior to the accident during the ferry flight from Newburgh to Wellington. The airplane had departed the Wellington Airport, and was returning, when it was observed 'twisitng and falling straight donw.' The airplane impacted in a near vertical attitude. Post crash inspection revealed no indications of fuel or propeller rotation at impact. No mechanical anomalies were discovered with the airplane or engine.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain aircraft control during the emergency descent, resulting in a stall-spin. Factors were fuel exhaustion resulting from improper fuel calculations by the pilot.

Findings

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

Findings

1. (F) FLUID,FUEL - EXHAUSTION
2. (F) FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND

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

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) STALL/SPIN - ENCOUNTERED

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - OPEN FIELD

Pilot Information

Certificate:	Private	Age:	47
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	241 hours (Total, all aircraft), 204 hours (Total, this make and model), 192 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3693M
Model/Series:	PA-28-181 PA-28-181	Engines:	1 Reciprocating
Operator:	ROBERT L. SCHUCHMAN	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-A4M
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ICT, 1332 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	11 knots / , 200°
Temperature:	22° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	(EGT)	Destination:	, KS (EGT)

Airport Information

Airport:	WELLINGTON MUNICIPAL (EGT)	Runway Surface Type:	Asphalt
Runway Used:	17	Runway Surface Condition:	Dry
Runway Length/Width:	3538 ft / 50 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): MATTHEW L THOMAS

Adopted Date: 05/09/1995

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.