



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	NEBRASKA CITY, NE	<b>Accident Number:</b>	CHI98LA004
<b>Date &amp; Time:</b>	10/01/1997, 1945 CDT	<b>Registration:</b>	N1092X
<b>Aircraft:</b>	Piper PA-28R-200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The airplane had a total loss of engine power, and the pilot made a forced landing to a corn field. On inspection, the fuel selector was found positioned to the left tank which contained only unusable fuel. The right fuel tank was nearly full. When the selector was moved to the right tank the engine started and ran.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper positioning of the fuel selector to a tank which contained only unusable fuel.

## Findings

---

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

### Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

-----

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

-----

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY LANDING

### Findings

3. TERRAIN CONDITION - CROP

## Factual Information

On October 1, 1997, at 1945 central daylight time, a Piper PA-28R-200, N1092X, piloted by a private pilot, was substantially damaged during an off-airport forced landing following a total loss of engine power. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 personal flight was not operating on a flight plan. The pilot reported no injuries. The flight departed Iowa City, Iowa, at 1725 with the intended destination of Nebraska City, Nebraska.

The pilot stated that the engine lost power and he conducted a forced landing in a corn field. He made no statement as to the location of the fuel selector and did not indicate that he changed it from one tank to another prior to the loss of power.

On inspection of the airplane the fuel in the right fuel tank was close to the top of the filler. The left tank was found to have only unusable fuel. On initial inspection the fuel selector was found on the left tank position. The Federal Aviation Administration Maintenance Inspector who inspected the wreckage reported he opened the fuel gascolator drain which the fuel tank selector still on the left tank and no fuel came out. When the selector was positioned to the right tank fuel ran out of the gascolator drain. The inspector's statement is attached to this report.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Expired	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	317 hours (Total, all aircraft), 20 hours (Total, this make and model), 3 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N1092X
Model/Series:	PA-28R-200 PA-28R-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-7535230
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	09/19/1997, 100 Hour	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	9 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5608 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-C1C
Registered Owner:	IOWA CITY FLYING SERVICE, INC.	Rated Power:	200 hp
Operator:	IOWA CITY FLYING SERVICE, INC.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OFF, 1048 ft msl	Distance from Accident Site:	37 Nautical Miles
Observation Time:	2055 CDT	Direction from Accident Site:	355°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	19° C / 11° C
Precipitation and Obscuration:			
Departure Point:	IOWA CITY, IA (IOW)	Type of Flight Plan Filed:	None
Destination:	, NE (AKF)	Type of Clearance:	None
Departure Time:	1725 CDT	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

**Investigator In Charge (IIC):** STEPHEN A WILSON **Report Date:** 05/04/1998

**Additional Participating Persons:** JERRY M CROWLEY; LINCOLN, NE

**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](mailto: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](#).