



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	ROGERS, AR	<b>Accident Number:</b>	FTW92LA102
<b>Date &amp; Time:</b>	04/02/1992, 1715 CST	<b>Registration:</b>	N94BS
<b>Aircraft:</b>	R. W. SWITZER RV-4	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE PILOT HAD FLOWN FIVE HOURS OF CROSS COUNTRY FLIGHT OVER UNFAMILIAR TERRAIN IN A NON-HEATED COCKPIT. FOLLOWING THE LAST DEPARTURE THE PILOT ALTERNATED THE FUEL SELECTOR BETWEEN THE TANKS. AT THE TIME OF ENGINE POWER LOSS THE SELECTOR WAS ON THE RIGHT TANK AND THE PILOT DID NOT SELECT THE LEFT FUEL TANK DURING THE EMERGENCY PROCEDURE. DURING THE FORCED LANDING THE AIRPLANE IMPACTED TREES AND SUBSEQUENTLY DESCENDED UNCONTROLLED TO THE GROUND. THE PILOT REPORTED THAT THE RIGHT TANK RAN DRY.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF ENGINE DUE TO FUEL STARVATION AND UNSUITABLE TERRAIN. FACTORS WERE THE PILOT'S FAILURE TO FOLLOW PUBLISHED PROCEDURES.

## Findings

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

### Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - NOT CORRECTED - PILOT IN COMMAND
3. DIVERTED ATTENTION - PILOT IN COMMAND
4. (F) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

5. (C) TERRAIN CONDITION - NONE SUITABLE
6. OBJECT - TREE(S)

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	32
<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>	420 hours (Total, all aircraft), 195 hours (Total, this make and model), 326 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	R. W. SWITZER	<b>Registration:</b>	N94BS
<b>Model/Series:</b>	RV-4 RV-4	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	DAWN Y. RINALDI	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-A2B
<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>	FYV, 1251 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 300°
<b>Temperature:</b>	7°C	<b>Visibility:</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	OAKLEY, KS (OEL)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<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>	JOYCE M SMITH	<b>Adopted Date:</b>	07/23/1993
<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> .		

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

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