



National Transportation Safety Board Aviation Accident Final Report

Location:	LONGVIEW, TX	Accident Number:	FTW91LA071
Date & Time:	05/01/1991, 0005 CDT	Registration:	N29049
Aircraft:	PIPER PA-28	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE INSTRUCTIONAL ROUND-ROBIN IFR FLIGHT HAD CANCELLED IFR ON ITS FINAL LEG. THE PILOT-IN-COMMAND INSTRUCTOR EXCHANGED SEATS WITH THE RATED PASSENGER PILOT OCCUPYING THE RIGHT REAR SEAT. AFTER 3.5 HOURS ELAPSED TIME THE RATED PILOT UNDER INSTRUCTION BECAME THE PIC AND CONTINUED SIMULATED INSTRUMENT FLYING WITH THE RATED PASSENGER ACTING AS SAFETY PILOT. THE FUEL PLANNING HAD BEEN CONDUCTED BY BOTH PILOT'S. THE ENGINE FAILED DUE TO FUEL EXHAUSTION AND DURING THE FORCED LANDING THE AIRPLANE COLLIDED WITH A COW. TOTAL FLIGHT TIME WAS 4.3 HOURS. DURING THE ROUND ROBIN, THE FLIGHT LANDED AT CORSICANA, TEXAS, BUT NO FUEL WAS PURCHASED. IN THE VICINITY OF TEXARKANA, TEXAS, THE FUEL GAUGES INDICATED ABOUT 5 GALLONS APIECE AS THE FLIGHT INITIATED TIS FINAL LEG TO ITS HOME AIRPORT. FUEL EXHAUSTION OCCURRED ABOUT 10 MILES SHORT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
FUEL EXHAUSTION RESULTING IN A COMPLETE POWER LOSS DUE TO THE PIC/CFI'S FAILURE TO REFUEL AT INTERMEDIATE DESTINATIONS.

Findings

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND(CFI)

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 - ANIMAL(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	21, 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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/28/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	242 hours (Total, all aircraft), 61 hours (Total, this make and model), 99 hours (Pilot In Command, all aircraft), 72 hours (Last 90 days, all aircraft), 36 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N29049
Model/Series:	PA-28 PA-28	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-7990429
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	04/17/1991, 100 Hour	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	95 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2182 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4M
Registered Owner:	LE TOURNEAU UNIVERSITY	Rated Power:	180 hp
Operator:	LE TOURNEAU UNIVERSITY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 10000 ft agl	Visibility	30 Miles
Lowest Ceiling:	Broken / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	20° C / -18° C
Precipitation and Obscuration:			
Departure Point:	CORSICANA, TX (CRS)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	2145 CDT	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	RICHARD L GROSS	Report Date:	07/13/1993
Additional Participating Persons:	D. CROCKER; DALLAS, TX		
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 pubinquiry@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](#).