



National Transportation Safety Board Aviation Accident Data Summary

Location:	LONGVIEW, TX	Accident Number:	FTW91LA071
Date & Time:	05/01/1991, 0005 CDT	Registration:	N29049
Aircraft:	PIPER PA-28	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

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)

Pilot Information

Certificate:	Private	Age:	21
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	LE TOURNEAU UNIVERSITY	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-A4M
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	Broken / 10000 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 220°
Temperature:	20° C	Visibility	30 Miles
Precipitation and Obscuration:			
Departure Point:	CORSICANA, TX (CRS)	Destination:	

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	RICHARD L GROSS	Adopted Date:	07/13/1993
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.