



National Transportation Safety Board Aviation Accident Final Report

Location:	SWEET SPRINGS, MO	Accident Number:	MKC88LA013
Date & Time:	11/01/1987, 1910 CST	Registration:	N46094
Aircraft:	CESSNA 172	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING A NIGHT CROSS COUNTRY FLIGHT AN EMERGENCY LDG WAS MADE DUE TO COMPLETE POWER FAILURE. PIC SAID HE FAILED TO VISUALLY CHECK FUEL SUPPLY BEFORE DEPARTURE, AND ALSO FAILED TO CHECK WINDS ALOFT, WHICH WERE QUARTERING HEADWINDS, OF TWENTY FIVE KNOTS. POST ACCIDENT INSPECTION REVEALED MINIMAL FUEL, AND NO MECHANICAL COMPONENT FAILURE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) FLUID,FUEL - EXHAUSTION

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

Findings

3. (F) LIGHT CONDITION - DARK NIGHT

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #4: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/09/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	77 hours (Total, all aircraft), 22 hours (Total, this make and model), 45 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N46094
Model/Series:	172 172	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	17257039
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/01/1987, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	50 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2580 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-E3D
Registered Owner:	SCRUTCHFIELD, EDWARD D.	Rated Power:	150 hp
Operator:	HAMILTON AVIATION INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MKC, 785 ft msl	Distance from Accident Site:	60 Nautical Miles
Observation Time:	1845 CST	Direction from Accident Site:	90°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21° C / 16° C
Precipitation and Obscuration:			
Departure Point:	BLOOMINGTON, IN (BMG)	Type of Flight Plan Filed:	None
Destination:	GRAIN VALLEY, MO (3GV)	Type of Clearance:	None
Departure Time:	1600 CST	Type of Airspace:	Class E

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):	JOHN R HRUBAN	Report Date:	02/24/1989
Additional Participating Persons:	JOE ORMAN		
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).