



National Transportation Safety Board Aviation Accident Final Report

Location:	PERRYSVILLE, IN	Accident Number:	CHI86LA197
Date & Time:	08/01/1986, 1030 EST	Registration:	N80591
Aircraft:	GLOBE GC-1B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE ACFT WAS SUBSTANTIALLY DAMAGED DURING A FORCED LANDING IN A CORN FIELD FOLLOWING A LOSS OF POWER. POST ACCIDENT INSPECTION OF THE ACFT FAILED TO REVEAL ANY FUEL IN EITHER THE FUEL TANKS OR CARBURETOR.

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) FUEL SUPPLY - EXCEEDED - PILOT IN COMMAND
3. (C) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) TERRAIN CONDITION - CROP

Factual Information

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/01/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1009 hours (Total, all aircraft), 59 hours (Total, this make and model), 911 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GLOBE	Registration:	N80591
Model/Series:	GC-1B GC-1B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	94
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	06/04/1986, Annual	Certified Max Gross Wt.:	1710 lbs
Time Since Last Inspection:	8 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	ALLEN AIR, INC.	Rated Power:	150 hp
Operator:	ALLEN AIR, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DEC, 679 ft msl	Distance from Accident Site:	67 Nautical Miles
Observation Time:	0955 CDT	Direction from Accident Site:	260°
Lowest Cloud Condition:	Scattered / 30000 ft agl	Visibility	20 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	25° C / 14° C
Precipitation and Obscuration:			
Departure Point:	SMYRNA, TN (MQY)	Type of Flight Plan Filed:	None
Destination:	OSHKOSH, WI (OSH)	Type of Clearance:	None
Departure Time:	0805 EDT	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):	CARL E DINWIDDIE	Report Date:	
Additional Participating Persons:	SUSAN M TROKA; DES PLAINES, IL		
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](#).