



National Transportation Safety Board Aviation Accident Data Summary

Location:	SHIRO, TX	Accident Number:	FTW83LA138
Date & Time:	03/02/1983, 1555 CST	Registration:	N2381K
Aircraft:	PIPER PA-38-112	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

WHILE ON A SOLO CROSS-COUNTRY, THE STUDENT PLT BECAME DISORIENTED ON THE 3RD LEG OF THE FLT. HE REORIENTED HIMSELF, BUT THE ENG LOST POWER BEFORE HE REACHED HIS INTENDED DESTINATION. DURING AN EMERGENCY LANDING, THE ACFT ENCOUNTERED SOFT TERRAIN & WAS DAMAGED WHEN IT ROLLED ACROSS A 3 FT DEEP DITCH. APRX 5 TO 6 GAL OF FUEL WAS FOUND IN THE LEFT TANK & ONLY ABOUT 1 GAL WAS REMAINING IN THE RIGHT TANK. UNUSABLE FUEL WAS 1 GAL PER TANK. THE STUDENT SAID THAT WHEN THE ENG LOST POWER, HE MOVED THE FUEL SELECTOR TO THE LEFT TANK, THEN SWITCHED TO THE RIGHT TANK & BACK TO THE LEFT TANK AGAIN WHILE HE WAS TRYING TO RESTART THE ENG.

Probable Cause

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. (F) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. (F) FLUID,FUEL - STARVATION
4. (F) FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
5. (F) DIVERTED ATTENTION - PILOT IN COMMAND
6. (C) EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

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

Findings

7. (F) TERRAIN CONDITION - SOFT
8. (F) TERRAIN CONDITION - DITCH

Pilot Information

Certificate:	Student	Age:	17
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	
Flight Time:	49 hours (Total, all aircraft), 35 hours (Total, this make and model), 20 hours (Pilot In Command, all aircraft), 49 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2381K
Model/Series:	PA-38-112 PA-38-112	Engines:	1 Reciprocating
Operator:	BEST AVIATION/SAMIR PATEL	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-L2C
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 210°
Temperature:	18° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	HOUSTON, TX (HOU)	Destination:	HEARNE, TX (T72)

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

Latitude, Longitude:

Administrative Information

Investigator In Charge (IIC):	JEAN H DAUGHERTY	Adopted 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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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.