



# National Transportation Safety Board Aviation Accident Data Summary

|                                |                                      |                         |            |
|--------------------------------|--------------------------------------|-------------------------|------------|
| <b>Location:</b>               | Ashland, ME                          | <b>Accident Number:</b> | NYC02LA003 |
| <b>Date &amp; Time:</b>        | 10/02/2001, 1400 EDT                 | <b>Registration:</b>    | N2528M     |
| <b>Aircraft:</b>               | Piper PA-12                          | <b>Injuries:</b>        | 1 Minor    |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Personal |                         |            |

## Analysis

While en route to refuel, the pilot experienced a loss of engine power and impacted trees during the ensuing forced landing. The pilot said he departed when the airplane's fuel quantity gauges indicated that the right fuel tank was empty, and the left tank was "close to 1/2," which should have allow him to reach his destination; however, due to "heading winds" and the use of a "higher rpm," the airplane "ran out of fuel." The airplane experienced a loss of engine power and impacted trees during the ensuing forced landing. Examination of the airplane did not reveal any pre-impact mechanical malfunctions. Both fuel tanks remained intact and there was no evidence of a fuel spill. Approximately 1/2 gallon of fuel was observed in the airplane's fuel system. Additionally, the fuel line which connected from the airframe fuel filter to the carburetor was removed and contained "a few drops" of fuel.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight planning, which resulted in a loss of engine power due to fuel exhaustion.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: CRUISE - NORMAL

### Findings

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

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY LANDING

### Findings

3. OBJECT - TREE(S)

## Pilot Information

|                                  |  |                              |      |
|----------------------------------|--|------------------------------|------|
| <b>Certificate:</b>              | Commercial   | <b>Age:</b>                  | 55   |
| <b>Airplane Rating(s):</b>       | Single-engine Land; Single-engine Sea  | <b>Instrument Rating(s):</b> | None |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Instructor Rating(s):</b> | None |
| <b>Flight Time:</b>              | 352 hours (Total, all aircraft), 22 hours (Total, this make and model), 321 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft) |                              |      |

## Aircraft and Owner/Operator Information

|                                       |                                      |                             |                 |
|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| <b>Aircraft Make:</b>                 | Piper                                | <b>Registration:</b>        | N2528M          |
| <b>Model/Series:</b>                  | PA-12                                | <b>Engines:</b>             | 1 Reciprocating |
| <b>Operator:</b>                      | Robert D. Ellis                      | <b>Engine Manufacturer:</b> | Lycoming        |
| <b>Operating Certificate(s) Held:</b> | None                                 | <b>Engine Model/Series:</b> | O-320-A2B       |
| <b>Flight Conducted Under:</b>        | Part 91: General Aviation - Personal |                             |                 |

## Meteorological Information and Flight Plan

|   |                           |                                     |                              |
|---|---------------------------|-------------------------------------|------------------------------|
| <b>Conditions at Accident Site:</b>     | Visual Conditions         | <b>Condition of Light:</b>          | Day                          |
| <b>Observation Facility, Elevation:</b> | PQJ, 534 ft msl           | <b>Weather Information Source:</b>  | Weather Observation Facility |
| <b>Lowest Ceiling:</b>                  | None                      | <b>Wind Speed/Gusts, Direction:</b> | 11 knots / 18 knots, 300°    |
| <b>Temperature:</b>                     | 20° C                     | <b>Visibility</b>                   | 10 Miles                     |
| <b>Precipitation and Obscuration:</b>   |                           |                                     |                              |
| <b>Departure Point:</b>                 | Fish Pond Lake, ME (NONE) | <b>Destination:</b>                 | PATTEN, ME (85B)             |

## Wreckage and Impact Information

|                             |         |                            |             |
|-----------------------------|---------|----------------------------|-------------|
| <b>Crew Injuries:</b>       | 1 Minor | <b>Aircraft Damage:</b>    | Substantial |
| <b>Passenger Injuries:</b>  | N/A     | <b>Aircraft Fire:</b>      | None        |
| <b>Ground Injuries:</b>     | N/A     | <b>Aircraft Explosion:</b> | None        |
| <b>Latitude, Longitude:</b> |         |                            |             |

## Administrative Information

|                                      |  |                      |            |
|--------------------------------------|--|----------------------|------------|
| <b>Investigator In Charge (IIC):</b> | Luke Schiada   | <b>Adopted Date:</b> | 06/03/2002 |
| <b>Investigation Docket:</b>         | 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> . |                      |            |

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