



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BROWNSBORO, AL	<b>Accident Number:</b>	ATL82DA063
<b>Date &amp; Time:</b>	03/02/1982, 1130 CST	<b>Registration:</b>	N37WS
<b>Aircraft:</b>	SMITH MINI	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT TOOK OFF WITH A MALFUNCTIONING FUEL QUANTITY GUAGE. BEFORE TAKEOFF, HE VISUALLY CHECKED THE FUEL AND ESTIMATED THAT THE TANK WAS ABOUT 1/2 FULL. AFTER RETURNING FROM A LOCAL FLIGHT, THE ENGINE LOST POWER DURING A TURN TO FINAL APPROACH FOR LANDING. UNABLE TO SAFELY LAND ON THE AIRPORT, THE PILOT LANDED IN A PLOWED FIELD. THE GEAR COLLAPSED AND THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. NO FUEL WAS FOUND IN THE FUEL TANK.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

### Findings

1. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - ERRATIC
2. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
3. (C) FLUID,FUEL - FLUCTUATING
4. (C) FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

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Occurrence #3: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

5. (F) TERRAIN CONDITION - SOFT
6. (F) LANDING GEAR,MAIN GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	34, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	02/12/1981
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	356 hours (Total, all aircraft), 2 hours (Total, this make and model), 308 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	SMITH MINI	<b>Registration:</b>	N37WS
<b>Model/Series:</b>		<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	WS101
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	0 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	73 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-290-G
<b>Registered Owner:</b>	AL HUFF	<b>Rated Power:</b>	135 hp
<b>Operator:</b>	AL HUFF	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	59° C / 0° C
Precipitation and Obscuration:			
Departure Point:	BROWNSBORO, AL	Type of Flight Plan Filed:	None
Destination:	BROWNSBORO, AL	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Report Date:	03/02/1983
Additional Participating Persons:		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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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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](#).