



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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

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: 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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	34
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	Airplane Single-engine
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	AL HUFF	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	O-290-G
<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>	, 0 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 270°
<b>Temperature:</b>	59° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	BROWNSBORO, AL	<b>Destination:</b>	BROWNSBORO, AL

## 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>	<b>Adopted Date:</b>	03/02/1983
<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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