



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Midland, VA	<b>Accident Number:</b>	NYC03LA187
<b>Date &amp; Time:</b>	09/01/2003, 1830 EDT	<b>Registration:</b>	N7615Z
<b>Aircraft:</b>	Piper PA-18-150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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On September 1, 2003, at 1830 eastern daylight time, N7615Z, a Piper PA-18-150, was substantially damaged during a forced landing, following a loss of engine power in Midland, Virginia. The certificated private pilot was not injured. Visual meteorological conditions prevailed and no flight plan was filed for the flight which originated at the Horse Feathers Airport (53VA), Midland, Virginia. The local personal flight was conducted under 14 CFR Part 91.

In a written statement, the pilot reported that the accident flight was the airplane's first flight since the engine had undergone a field overhaul.

According to the pilot, after flying for about 1 hour 15 minutes, while in cruise flight, the engine lost power. The airplane was at an altitude of 1,600-1,700 feet msl, and about 1 mile from the departure airport. As the pilot prepared for a forced landing, he realized that the airplane would not be able to make it to the airport, and he attempted a forced landing to a field. The pilot extended full flaps while on final approach, and the airplane touched down at the mid-point of the field. During the landing rollout, the pilot applied right rudder to stay aligned with the field, and the airplane nosed-over.

The pilot reported that all preflight and in-flight engine indications appeared normal prior to the loss of engine power. At the time of the power loss, the left fuel tank gauge indicated 1/8-full, and the right fuel tank gauge, which had been selected for the entire flight, indicated just less than 1/4-full. The pilot departed with approximately 15 gallons of fuel for the flight.

The on-scene examination of the airplane by a Federal Aviation Administration (FAA) inspector revealed no obvious pre-impact mechanical malfunctions. The inspector was unable to visually inspect the fuel tanks due to the inverted position of the airplane; however, the surrounding vegetation in the area of the fuel tanks appeared discolored and had an odor consistent with aviation fuel. During the recovery of the airplane, it was noted that "little" fuel was left in the fuel tanks; however, the fuel vent system consisted of drilled holes in the fuel tank caps.

The engine was test run on the airframe, using its own fuel system. The engine started and ran at various power settings for several minutes, with no abnormalities noted.

According to the Piper PA-18 Owner's Handbook, the fuel consumption for the airplane was 9 gallons per hour.

Weather reported at the Manassas Regional Airport, located about 12 miles to the northeast of the accident site, at 1836, included wind from 160 degrees at 6 knots, 10 miles visibility, clear skies, temperature 82 degrees Fahrenheit, dew point 73 degrees Fahrenheit, and barometric pressure setting of 30.08 inches Hg.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/03/2001
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	10/14/2001
<b>Flight Time:</b>	300 hours (Total, all aircraft), 100 hours (Total, this make and model), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N7615Z
<b>Model/Series:</b>	PA-18-150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18-8398
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	12/01/2002, Annual	<b>Certified Max Gross Wt.:</b>	1750 lbs
<b>Time Since Last Inspection:</b>	32 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1455 Hours at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	Norman Robinson	<b>Rated Power:</b>	150
<b>Operator:</b>	Norman Robinson	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	HEF, 192 ft msl	<b>Distance from Accident Site:</b>	12 Nautical Miles
<b>Observation Time:</b>	1836 EDT	<b>Direction from Accident Site:</b>	40°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 Miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.08 inches Hg	<b>Temperature/Dew Point:</b>	28° C / 23° C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Midland, VA (53VA)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(53VA)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	1715 EDT	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Horse Feathers Airport (53VA)	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	390 ft	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	NA	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced Landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	38.633889, -77.757222

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Jill M Andrews
<b>Additional Participating Persons:</b>	Rolandos Lazaris; FAA/FSDO; Dulles, VA
<b>Investigation Docket:</b>	NTSB accident and incident docket 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> .