



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot departed with about 15 gallons of fuel in the airplane, and flew for about 1 hour 15 minutes, when the engine lost power, about 1 mile from the airport. As the pilot prepared for a forced landing to a field, he noted the left fuel gauge read 1/8-full, and the right fuel gauge, indicated just less than 1/4-full. During the landing rollout, the pilot applied right rudder to stay aligned with the field, and the airplane nosed-over. An on-scene examination of the airplane revealed no pre-impact mechanical malfunctions. 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, and the surrounding vegetation in the area of the fuel tanks appeared discolored and had an odor consistent with aviation fuel. The engine was test run on the airframe, using its own fuel system. It started and ran through 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.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Loss of engine power due to unknown circumstances.

## Findings

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

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY LANDING  
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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY LANDING

### Findings

2. TERRAIN CONDITION - GROUND  
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Occurrence #4: NOSE OVER  
Phase of Operation: EMERGENCY LANDING

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	36
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Norman Robinson	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320
<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>	HEF, 192 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 160°
<b>Temperature:</b>	28° C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Midland, VA (53VA)	<b>Destination:</b>	(53VA)

## Airport Information

<b>Airport:</b>	Horse Feathers Airport (53VA)	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	NA	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>			

## 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>Latitude, Longitude:</b>	38.633889, -77.757222		

## Administrative Information

Investigator In Charge (IIC): Jill M Andrews

Adopted Date: 10/28/2004

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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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