



National Transportation Safety Board Aviation Accident Factual Report

Location:	Lee's Summit, MO	Accident Number:	CHI05CA039
Date & Time:	12/01/2004, 1200 CST	Registration:	N3575X
Aircraft:	Piper PA-28-181	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On December 1, 2004, at 1200 central standard time, a Piper PA-28-181, N3575X, operated by Wing Flying Club Inc. as a rental airplane, received substantial damage on impact with terrain during a forced landing near Lee's Summit Municipal Airport (LXT), Lee's Summit, Missouri. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 personal flight was not operating on a flight plan. The private pilot reported no injuries. The local flight originated from LXT at 1030.

The pilot stated that he performed a preflight inspection of the airplane in a hanger equipped with fluorescent lighting. During the inspection, he checked the fuel gauges and visually checked the fuel level in each tank and stated that the fuel level in each fuel tank was "just under the tabs."

The pilot stated that the runup was normal and after departing from LXT, he flew to a point 5 miles west of Butler Memorial Airport (BUM), Butler, Missouri, and then entered the traffic pattern there to perform a touch and go. After the touch and go, he climbed and headed to the east. A few minutes later the engine sputtered "just a little." He applied carburetor heat, and the engine "smoothed out." He returned to and landed at BUM where he performed a runup. He then shut the engine down and checked the fuel sumps again. He restarted the engine and performed another runup and then flew to Lawrence Smith Memorial Airport (LRY), Harrisonville, Missouri, where he performed a touch and go. He then departed and was en route to LXT when the engine began to run "rough" about 5 miles from LXT. He then performed a forced landing on a muddy field where the airplane's left wing contacted weed resulting in the airplane skidding sideways in the mud.

Inspection of the airplane by a Federal Aviation Administration inspector revealed that the fuel selector was positioned to the left fuel tank and no usable fuel was noted in that tank. Inspection of the right fuel tank did not note usable fuel.

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 3	Last FAA Medical Exam:	11/07/2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	146 hours (Total, all aircraft), 29 hours (Total, this make and model), 3 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3575X
Model/Series:	PA-28-181	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	28-8090199
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-360-A4M
Registered Owner:	Wing Flying Club Inc.	Rated Power:	
Operator:	Wing Flying Club Inc.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LXT, 997 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1153 CST	Direction from Accident Site:	315°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.18 inches Hg	Temperature/Dew Point:	2° C / -4° C
Precipitation and Obscuration:			
Departure Point:	Lee's Summit, MO (LXT)	Type of Flight Plan Filed:	None
Destination:	(LXT)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	38.959722, -94.371667

Administrative Information

Investigator In Charge (IIC):	Mitchell F Gallo
Additional Participating Persons:	
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .