



National Transportation Safety Board Aviation Accident Final 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		

Analysis

The airplane impacted a muddy field during a forced landing due to a total loss of engine power about 1 1/2 hours after departure. The pilot stated that he performed a preflight inspection of the airplane in a hanger equipped with fluorescent lighting. He stated that he checked the fuel gauges, visually checked the fuel level in each tank, and that the fuel level in each fuel tank was "just under the tabs." Postaccident inspection of the airplane revealed that the fuel selector was positioned to the left fuel tank and no usable fuel was noted in either fuel tank.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadequate in-flight planning/decision which resulted in fuel exhaustion and the loss of engine power. Contributing factors were the muddy terrain and the vegetation.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

3. (F) TERRAIN CONDITION - MUDDY
4. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND
5. (F) TERRAIN CONDITION - HIGH VEGETATION

Factual Information

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	Report Date:	02/24/2005
Additional Participating Persons:			
Publish Date:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).