



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Lee's Summit, MO	<b>Accident Number:</b>	CHI05CA039
<b>Date &amp; Time:</b>	12/01/2004, 1200 CST	<b>Registration:</b>	N3575X
<b>Aircraft:</b>	Piper PA-28-181	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	56
<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>	
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N3575X
<b>Model/Series:</b>	PA-28-181	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Wing Flying Club Inc.	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-360-A4M
<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>	LXT, 997 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 220°
<b>Temperature:</b>	2°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Lee's Summit, MO (LXT)	<b>Destination:</b>	(LXT)

## Airport Information

<b>Airport:</b>	<b>Runway Surface Type:</b>
<b>Runway Used:</b>	<b>Runway Surface Condition:</b>
<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>	
<b>Latitude, Longitude:</b>	38.959722, -94.371667		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mitchell F Gallo	<b>Adopted Date:</b>	02/24/2005
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<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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