



National Transportation Safety Board Aviation Accident Factual Report

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|-------------------------|----------------------|-------------------------|-------------|
| Location: | STRINGER, MS | Accident Number: | DFW08CA042 |
| Date & Time: | 12/03/2007, 0945 CST | Registration: | N29RV |
| Aircraft: | Vans Aircraft RV-6 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |

Flight Conducted Under: Part 91: General Aviation - Personal

The 72-hour private pilot reported that approximately 2-hours and 10-minutes into his 425-nautical mile flight, while in cruise flight at 5,500 feet MSL, his single-engine airplane experienced a complete loss of engine power. Several attempts to re-start the engine were unsuccessful and the pilot elected to execute a forced landing to a grass field. During the emergency descent, the pilot noted that the left and right fuel gauges indicated approximately one-fourth a tank of fuel per side. During the landing roll the nose landing gear sunk into the soft ground and the airplane nosed-over coming to rest in an inverted position. The pilot was able to exit the airplane unassisted. A Federal Aviation Administration (FAA) inspector responded to the accident site and examined the airplane. The inspector reported that both fuel tanks were found empty and that they did not appear to be compromised. In addition, the inspector reported that he did not observe fuel stains suggesting the fuel had leaked out. The inspector further reported that the right wing had sustained structural damage. The pilot reported that he performed a pre-flight inspection of the airplane and visually verified that both fuel tanks were full prior to departure. Fueling records at the departure airport established that the airplane was last fueled two days earlier, with the addition of 30.6 gallons of fuel. The homebuilt airplane had a total fuel capacity of 38-gallons, which provides for a cross-country range of approximately 3 hours and 45 minutes. The pilot had planned for a 2 hour and 29 minute flight. The airplane was powered by a Lycoming O-360-A1D engine. According to the operator's manual for the engine, the normal fuel consumption rate for that engine is 10.5 gallons per hour at 2,450 rpm (75 percent rated power).

Pilot Information

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| Certificate: | Private; Student | Age: | 35, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Right |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 With Waivers/Limitations | Last FAA Medical Exam: | 11/01/2006 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | 11/01/2007 |
| Flight Time: | 72 hours (Total, all aircraft), 37 hours (Total, this make and model), 13 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Vans Aircraft | Registration: | N29RV |
| Model/Series: | RV-6 A | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | Yes |
| Airworthiness Certificate: | Experimental | Serial Number: | 22789 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | 07/01/2007, Continuous Airworthiness | Certified Max Gross Wt.: | 1650 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 772 Hours at time of accident | Engine Manufacturer: | Lycoming |
| ELT: | Installed, not activated | Engine Model/Series: | O-360-A1D |
| Registered Owner: | JAMIE SMITH | Rated Power: | 180 hp |
| Operator: | JAMIE SMITH | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | KHBG, 151 ft msl | Distance from Accident Site: | 20 Nautical Miles |
| Observation Time: | 1453 CST | Direction from Accident Site: | 182° |
| Lowest Cloud Condition: | Clear | Visibility | 10 Miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 8 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 360° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.37 inches Hg | Temperature/Dew Point: | 9° C / 4° C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | FORT SMITH, AR (FSM) | Type of Flight Plan Filed: | VFR |
| Destination: | MOBILE, AL (BFM) | Type of Clearance: | VFR |
| Departure Time: | | Type of Airspace: | |

Airport Information

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|----------------------|--------------------------|---------------------------|----------------|
| Airport: | BOBBY L CHAIN MUNI (HBG) | Runway Surface Type: | |
| Airport Elevation: | 151 ft | Runway Surface Condition: | |
| Runway Used: | N/A | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | Forced Landing |

Wreckage and Impact Information

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|---------------------|--------|----------------------|-----------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | 31.856389, -89.239167 |

Administrative Information

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| Investigator In Charge (IIC): | TIM LeBaron |
| Additional Participating Persons: | HAROLD AYCOCK; Jackson, Mississippi |
| 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/ . |