



National Transportation Safety Board Aviation Accident Final Report

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

Analysis

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).

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power due to fuel exhaustion. A contributing factor was the lack of suitable terrain for the forced landing.

Findings

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION

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

Occurrence #3: NOSE OVER
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. TERRAIN CONDITION - SOFT

3. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

Pilot Information

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

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

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

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

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

Investigator In Charge (IIC):	TIM LeBaron	Report Date:	12/20/2007
Additional Participating Persons:	HAROLD AYCOCK; Jackson, Mississippi		
Publish Date:	02/11/2016		
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/ .		

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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](#).