



National Transportation Safety Board Aviation Accident Data Summary

Location:	STRINGER, MS	Accident Number:	DFW08CA042
Date & Time:	12/03/2007, 0945 CST	Registration:	N29RV
Aircraft:	Vans Aircraft RV-6	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

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

Pilot Information

Certificate:	Private; Student	Age:	35
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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 Manufacturer:	Vans Aircraft	Registration:	N29RV
Model/Series:	RV-6 A	Engines:	1 Reciprocating
Operator:	JAMIE SMITH	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-360-A1D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KHBG, 151 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	8 knots, 360°
Temperature:	9° C / 4° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FORT SMITH, AR (FSM)	Destination:	MOBILE, AL (BFM)

Airport Information

Airport:	BOBBY L CHAIN MUNI (HBG)	Runway Surface Type:	
Runway Used:	N/A	Runway Surface Condition:	
Runway Length/Width:			

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

Administrative Information

Investigator In Charge (IIC):	TIM LeBaron	Adopted Date:	12/20/2007
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/ .		

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