



National Transportation Safety Board

Aviation Accident Data Summary

Location:	Oshkosh, WI	Accident Number:	CEN09CA407
Date & Time:	07/01/2009, 1545 CDT	Registration:	N261RA
Aircraft:	Remos G-3/6000	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The instructor pilot reported that she preflighted the fuel quantity of the high-wing Special Light Sport Aircraft (S-LSA) by looking at the fuel quantity tube that was located between the pilots' seats. She reported that it indicated 1/2 tank, or about 11 gallons of fuel. The pilot departed on a demonstration flight. After approximately 30 minutes of flight, the pilot was returning to the airport when the engine stopped. The engine was restarted, but stopped again about one minute later. The engine stopped and was restarted about five times. The pilot executed a forced landing to a field, and the airplane nosed over during the landing roll. Inspection of the fuel system revealed that it was empty; the engine ran when fuel was provided. The inspection of the fuel quantity tube revealed that it was "discolored," and that there was a crease in the tube at the half-way point. The pilot reported that the crease in the tube made it appear that there was 1/2 tank of fuel. The airplane was also equipped with a fuel quantity gauge on the instrument panel which operated normally.

Flight Events

Enroute - Fuel exhaustion
 Emergency descent - Loss of engine power (total)
 Landing-landing roll - Nose over/nose down

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A total loss of total engine power due to fuel exhaustion as a result of the instructor pilot's inadequate preflight inspection. Contributing to the accident was the creased fuel quantity tube.

Findings

Aircraft-Fluids/misc hardware-Fluids-Fuel-Fluid level - C
 Aircraft-Aircraft systems-Fuel system-Fuel indication system-Damaged/degraded - F
 Personnel issues-Task performance-Inspection-Preflight inspection-Pilot - C

Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	28
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
Flight Time:	425 hours (Total, all aircraft), 28 hours (Total, this make and model), 270 hours (Pilot In Command, all aircraft), 56 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Remos	Registration:	N261RA
Model/Series:	G-3/6000	Engines:	1 Reciprocating
Operator:	Experimental Aircraft Association	Engine Manufacturer:	Rotax
Air Carrier Operating Certificate:	None	Engine Model/Series:	912-UL-S
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Unknown
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	
Condition of Light:	Day	Wind Speed/Gusts, Direction:	
Temperature:		Visibility:	
Precipitation and Obscuration:			
Departure Point:	Oshkosh, WI (OSH)	Destination:	Oshkosh, WI (OSH)

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	James P Silliman	Adopted Date:	09/10/2009
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=74194		

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