



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Pearsall, TX	<b>Accident Number:</b>	CEN10CA087
<b>Date &amp; Time:</b>	01/01/2010, 1930 CST	<b>Registration:</b>	N2028U
<b>Aircraft:</b>	MAULE M-4-220C	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

While on a night cross-country flight the pilot experienced problems with the airplane's global positioning system (GPS) and elected to land to recharge the battery. Once airborne the pilot again experienced problems with the GPS and received vectors to his destination airport. While in the vicinity of the destination airport, the pilot was unable to activate the airport's runway lights or to see the airport beacon. The pilot then selected an alternate airport located 45 miles away; however, while en route the airplane's fuel supply was exhausted and the airplane experienced a complete loss of engine power. During the ensuing forced landing the main landing gear collapsed and the airplane came to rest upright in a ditch. The pilot and passengers were able to exit unassisted. A review of flight planning publications for the destination airport revealed that the rotating beacon was listed as out of service and that a frequency other than the Common Traffic Advisory Frequency was needed to activate the runway lights. In addition, Federal Aviation Regulations require a pilot flying at night to have enough fuel to arrive at the intended destination plus an additional 45 minutes worth of fuel.

## Flight Events

Prior to flight - Preflight or dispatch event  
Enroute - Fuel exhaustion  
Enroute - Loss of engine power (total)  
Emergency descent - Off-field or emergency landing

## Probable Cause

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

## Findings

Aircraft-Fluids/misc hardware-Fluids-Fuel-Fluid level - C  
Personnel issues-Task performance-Planning/preparation-Flight planning/navigation-Pilot - C

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	40
<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>	None
<b>Flight Time:</b>	297 hours (Total, all aircraft), 43 hours (Total, this make and model), 245 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	MAULE	<b>Registration:</b>	N2028U
<b>Model/Series:</b>	M-4-220C	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	CANDLEROCK INTERNATIONAL CORP	<b>Engine Manufacturer:</b>	FRANKLIN
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	6V 350 SERIES
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>		<b>Weather Information Source:</b>	Pilot
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Night	<b>Wind Speed/Gusts, Direction:</b>	Light and Variable, Variable
<b>Temperature:</b>	9°C / -1°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Austin, TX (AUS)	<b>Destination:</b>	Crystal City, TX (20R)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Timothy LeBaron	<b>Adopted Date:</b>	05/06/2010
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75225">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75225</a>		

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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.