



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Buena, WA	<b>Accident Number:</b>	WPR10LA150
<b>Date &amp; Time:</b>	03/03/2010, 1653 PST	<b>Registration:</b>	N6233V
<b>Aircraft:</b>	MUFFETT QUICKSLVR SPRNT II	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The student pilot reported that he had been performing touch-and-go practice takeoff and landings at a private airstrip. After approximately 10 landings, he taxied the airplane back to the parking area where he met with the former owner of the airplane and discussed the flight. After a short conversation, the pilot taxied to the end of the runway and departed to the east. The pilot reported that shortly after takeoff, the engine experienced a total loss of power and he attempted to land in a nearby field. The airplane subsequently impacted terrain, which resulted in substantial damage to the fuselage and wing assembly. The pilot attributed the loss of engine power to a lack of fuel, stating that the airplane's fuel supply was exhausted. The former owner of the airplane, who also witnessed the accident, responded to the accident site and reported observing no fuel in the fuel tank, lines, or filter.

## Probable Cause and Findings

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

## Findings

---

<b>Aircraft</b>	Fuel - Fluid management (Cause) Fuel - Fluid level (Cause)
<b>Personnel issues</b>	Fuel planning - Student pilot (Cause)

## Factual Information

On March 3, 2010, at 1653 Pacific standard time, an experimental Muffett Quicksilver Sprint II, N6233V, sustained substantial damage following a loss of engine power and subsequent forced landing shortly after takeoff from the Buena Airport, Buena, Washington. The airplane, which is owned by the student pilot, was operated as a visual flight rules (VFR) personal flight under the provisions of 14 Code of Federal Regulations (CFR) Part 91, when the accident occurred. The student pilot, the sole occupant of the airplane, sustained serious injuries. Visual meteorological conditions prevailed for the local flight that originated from Buena.

During a telephone conversation with the National Transportation Safety Board (NTSB) Investigator-in-charge (IIC) on March 5, 2010, the student pilot stated he was practicing touch-and-go landings at the private airstrip. After approximately 10 landings, the pilot taxied the airplane back to the parking area where he met with a friend (the former owner of the airplane) and discussed the flight. After a short conversation the pilot taxied to the departure end of the runway and departed to the east. He reported that shortly after takeoff the engine lost power and he attempted to land in a nearby field. The airplane subsequently impacted terrain, which resulted in substantial damage to the fuselage and wing assembly. The pilot attributed the loss of engine power to a lack of fuel, stating that the airplane simply ran out of gas.

An acquaintance of the pilot (and former owner of the airplane) reported that he heard the airplane takeoff. He reported that during the initial climb, approximately 200 feet above ground level (agl), he heard the airplane's engine "quit" and looked up to see the airplane in a "stalling descent." He reported that approximately 80 feet agl the airplane "broke over" and collided with terrain in a nose-low attitude. The acquaintance went to the accident site to assist the pilot. He reported that while at the site, he observed no fuel in the fuel tank, lines or filter. He further reported that the student pilot had run out of fuel on two previous occasions.

The pilot did not submit a Pilot/Operator Report, Form 6120.1. Multiple attempts to contact the pilot following the March 5 telephone conversation were not successful.

## History of Flight

Takeoff	Loss of engine power (total) (Defining event) Fuel exhaustion
---------	--

## Pilot Information

Certificate:	Student	Age:	56, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	07/10/2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	MUFFETT	Registration:	N6233V
Model/Series:	QUICKSLVR SPRNT II	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	1992 SPRINT 395
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	BOMBARDIER
ELT:	Not installed	Engine Model/Series:	ROTAX (ALL)
Registered Owner:	REGISTRATION PENDING	Rated Power:	
Operator:	Michael E. Albertson	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	YKM, 1099 ft msl	Observation Time:	1653 PDT
Distance from Accident Site:	11 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	293°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	8°C / 5°C
Lowest Ceiling:	Overcast / 4700 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	4 knots, 260°	Visibility (RVR):	
Altimeter Setting:	29.81 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Buena, WA (WA97)	Type of Flight Plan Filed:	None
Destination:	Buena, WA (WA97)	Type of Clearance:	None
Departure Time:	PST	Type of Airspace:	

## Airport Information

<b>Airport:</b>	Buena (WA97)	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	830 ft	<b>Runway Surface Condition:</b>	Vegetation
<b>Runway Used:</b>	10	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2600 ft / 120 ft	<b>VFR Approach/Landing:</b>	Forced Landing

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Dennis J Hogenson	<b>Adopted Date:</b>	03/16/2011
<b>Additional Participating Persons:</b>	Jim Bening; FAA FSDO; Spokane, WA		
<b>Publish Date:</b>	03/16/2011		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75436">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75436</a>		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.