



National Transportation Safety Board Aviation Accident Data Summary

Location:	Great Bend, KS	Accident Number:	CEN14FA288
Date & Time:	06/08/2014, 1130 CDT	Registration:	N567CM
Aircraft:	SCHRIEBER ROBERT L P 70	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot was conducting a local personal flight. An employee of the fixed-based operator reported that, before takeoff, the pilot topped off the airplane's 18-gallon fuel tank. A witness reported hearing the airplane approach his residence from the north about 2 hours later. The witness said he saw the airplane come out of a cloud bank and that it looked like it was trying to climb at a 45-degree angle. He subsequently saw it in a 45-degree, nose-down pitch angle descending toward the ground. The airplane impacted in a corn field located 6 miles north of pilot's home airport. The witness said the engine sounded "weak as if it had no power" and that, as the airplane was descending, the pilot "was trying to pull up."

An examination of the airplane at the accident site showed that the airplane impacted the ground in a nose-down, steep descent. Flight control continuity was confirmed. Both of the propeller blades were broken at the hub and showed no signs of driving power. An examination of the engine revealed no anomalies that would have prevented it from producing power.

The airplane's fuel tank could hold 18.06 gallons of fuel. The engine manufacturer estimated that the engine's fuel consumption rate at a normal power setting was between 10.5 and 11 gallons per hour; therefore, the airplane would have been able to fly for 1 hour 42 minutes. It is likely that the pilot did not properly plan for the flight, which was longer than allowed by the airplane's total fuel quantity and resulted in loss of engine power due to fuel exhaustion. During the subsequent forced landing to the field, the pilot lost airplane control.

Flight Events

Maneuvering - Collision with terr/obj (non-CFIT)

Maneuvering - Loss of control in flight

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper preflight planning, which led to a loss of engine power due to fuel exhaustion. Contributing to the accident was the pilot's loss of airplane control during the forced landing.

Findings

Aircraft-Aircraft systems-Fuel system-(general)-Incorrect use/operation - C

Aircraft-Aircraft power plant-Engine (reciprocating)-(general)-Failure - C

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - F

Pilot Information

Certificate:	Private	Age:	49
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 1528 hours (Total, all aircraft), 153 hours (Total, this make and model), 1429 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCHRIEBER ROBERT L	Registration:	N567CM
Model/Series:	P 70 NO SERIES	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-290G
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GBD	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 1200 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 120°
Temperature:	18° C	Visibility	9 Miles
Precipitation and Obscuration:			
Departure Point:	Great Bend, KS	Destination:	Great Bend, KS

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	38.468889, -98.835000 (est)		

Administrative Information

Investigator In Charge (IIC):	Alexander Lemishko	Adopted Date:	08/16/2016
Note:	The NTSB traveled to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89440		

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.