



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Yankton, SD	<b>Accident Number:</b>	CEN15CA001
<b>Date &amp; Time:</b>	10/01/2014, 1230 CDT	<b>Registration:</b>	N6659Z
<b>Aircraft:</b>	PIPER PA 25-235	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Fuel exhaustion	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Analysis

After conducting an aerial application flight and attempting to return to the airport, the pilot noticed that the fuel float gauge displayed a low quantity. The airplane's engine experienced a total loss of power. The pilot performed a forced landing in a cornfield about 3 miles west of the airport. The airplane sustained substantial damage to the left wing. The pilot reported in a postaccident statement that he ran out of fuel.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper fuel management, which resulted in a loss of engine power due to fuel exhaustion.

## Findings

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

## Factual Information

### History of Flight

Maneuvering-low-alt flying      Fuel exhaustion (Defining event)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	55
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With Waivers/Limitations	<b>Last Medical Exam:</b>	05/07/2014
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	03/01/2013
<b>Flight Time:</b>	1320 hours (Total, all aircraft), 800 hours (Total, this make and model), 360 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	PIPER	<b>Registration:</b>	N6659Z
<b>Model/Series:</b>	PA 25-235	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	25-2258
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	04/04/2014, Annual	<b>Certified Max Gross Wt.:</b>	2900 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3355 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-540 B2C5
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	235 hp
<b>Operator:</b>	On file	<b>Air Carrier Operating Certificate:</b>	Agricultural Aircraft (137)

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	KYKN, 1306 ft msl	Observation Time:	1235 CDT
Distance from Accident Site:	5 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	141°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Scattered / 3100 ft agl	Temperature/Dew Point:	22° C / 15° C
Lowest Ceiling:		Visibility	10 Miles
Wind Speed/Gusts, Direction:	11 knots, 250°	Visibility (RVR):	
Altimeter Setting:	29.73 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Meckling, SD	Type of Flight Plan Filed:	None
Destination:	Tabor, SD	Type of Clearance:	None
Departure Time:	1045 CDT	Type of Airspace:	

## Airport Information

Airport:	CHAN GURNEY MUNI (YKN)	Runway Surface Type:	N/A
Airport Elevation:	1306 ft	Runway Surface Condition:	Rough; Vegetation
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

## 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
Total Injuries:	1 None		

## Administrative Information

Investigator In Charge (IIC):	Joshua D Lindberg	Adopted Date:	10/20/2014
Additional Participating Persons:	Alan Christianson; Federal Aviation Administration; Rapid City, SD Ken East Jr.; Federal Aviation Administration; Rapid City, SD		
Publish Date:	10/05/2015		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90197">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90197</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.