



National Transportation Safety Board Aviation Accident Data Summary

Location:	Englewood, CO	Accident Number:	CEN16LA053
Date & Time:	12/01/2015, 1950 MST	Registration:	N145VS
Aircraft:	PIPISTREL VIRUS	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The commercial pilot was conducting a personal cross-country flight. The pilot reported that, while en route to the destination airport, he noted that the right tank's fuel level was not changing and that it did not appear that fuel was draining from the right tank. The fuel remaining in the left fuel tank was not adequate to complete the planned flight. The pilot chose to divert to a closer airport, and while he was preparing to land, the engine lost power. The pilot performed a forced landing to a field, during which the airplane nosed over and came to rest inverted.

Contaminants consistent with insects and leaves were recovered from the right fuel tank and fuel lines. The contamination had prevented the fuel from flowing from the right fuel tank to the engine and resulted in the loss of engine power. No other anomalies were noted that would have precluded normal operation.

Flight Events

Approach - 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:

The total loss of engine power due to fuel starvation as a result of contamination in the right fuel tank and fuel lines, which prevented fuel from flowing to the engine.

Findings

Aircraft-Fluids/misc hardware-Fluids-Fuel-Fluid condition - C
Aircraft-Aircraft systems-Fuel system-Fuel distribution-Not specified - C

Pilot Information

Certificate:	Flight Instructor; Commercial; Private	Age:	21
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	Glider
Flight Time:	510.4 hours (Total, all aircraft), 46 hours (Total, this make and model), 431.7 hours (Pilot In Command, all aircraft), 98 hours (Last 90 days, all aircraft), 36.9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPISTREL	Registration:	N145VS
Model/Series:	VIRUS NO SERIES	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Rotax
Air Carrier Operating Certificate:	None	Engine Model/Series:	
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KAPA	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Broken / 20000 ft agl
Condition of Light:	Night	Wind Speed/Gusts, Direction:	4 knots, 210°
Temperature:	1° C / -11° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sayre, OK (3O4)	Destination:	Denver, CO (KAPA)

Airport Information

Airport:	Centennial (KAPA)	Runway Surface Type:	Asphalt
Runway Used:	28	Runway Surface Condition:	Dry
Runway Length/Width:	4800 ft / 75 ft		

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):	Jennifer Rodi	Adopted Date:	10/03/2016
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92402		

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.