



# Aviation Investigation Factual Report

<b>Location:</b>	Chanute, Kansas	<b>Accident Number:</b>	CHI03LA315
<b>Date &amp; Time:</b>	September 22, 2003, 01:30 Local	<b>Registration:</b>	N122CC
<b>Aircraft:</b>	Piper PA-24-250	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Factual Information

On September 22, 2003, at 0130 central daylight time, a Piper PA-24-250, N122CC, operated by a non-instrument rated private pilot collided with the terrain during a night forced landing about 1/2 mile southeast of the Johnson Airport (CNU), Chanute, Kansas. The pilot and passenger received minor injuries. The airplane was substantially damaged. The 14 CFR Part 91 flight was operating in instrument meteorological conditions without a flight plan. According to the air traffic control tower at the Stinson Municipal Airport (SSF), San Antonio, Texas, N122CC departed at 2109.

The pilot reported he received several weather briefings prior to departing SSF and that the weather had finally improved enough for him to depart. He stated that upon reaching CNU he cancelled flight following and listened to the Automated Terminal Information Service (ATIS) which was reporting a 200 foot ceiling with mist. He stated he made several low passes over the airport and he was unable to see the runway.

He then flew to the Allen County Airport (K88) in Iola, Kansas, but the weather was "worse" there. He stated he turned back toward CNU, at which time he knew he was low on fuel so he declared an emergency. The pilot stated that while en route he was able to see the rotating beacon at the Coffeyville Municipal Airport (CFV), so he decided to fly there.

In a telephone interview the pilot reported he became confused while attempting to fly to (CFV) and he was actually heading east instead of south. The pilot reported, "The controller I believe turned us back to Chanute, I responded I can't get in there. Just a short time later we ran out of fuel, so I flew toward a dark area through about 600 - 700 feet of fog with no engine at night." The airplane impacted the terrain during the forced landing.

The pilot reported he knew the airplane was burning more fuel than normal during the flight, but he was not concerned until he reached CNU and determined he was not going to be able to land because of the weather. The pilot reported he had 74 gallons of fuel onboard prior to departing SSF and that he used 38 gallons during a previous flight from CNU to SSF. Fuel records show the pilot purchased 39.6 gallons at SSF, on September 19, 2003.

The weather at CNU 41 minutes prior to the accident was 7 miles visibility and 200 overcast. The temperature and dew point were both 16 degrees Celsius. The weather at CNU 19 minutes after the accident was reported as 4 miles visibility with mist, 200 foot overcast, temperature and dew point were both 16 degrees Celsius.

The pilot received four weather briefings from the Wichita Automated Flight Service Station prior to departure. During the third briefing received between 1912 and 1927, he was informed that low stratus clouds had moved into the area and the ceiling at Coffeyville, Kansas, 40 miles

south-southwest of CNU, was 600 overcast. He was also informed the ceiling at Parsons, Kansas, 23 miles south of CNU, was 500 overcast. He was informed that the weather was forecasted to improve within the hour. The briefer stated that the fog had not been forecast and with the moisture in the area, he was not sure how quickly the conditions would improve.

During the fourth briefing received between 2043 and 2102, the pilot was informed that the current conditions at CNU were calm winds, visibility of 10 miles, 1,000 foot broken ceiling, temperature and dew point were both 17 degrees Celsius. The forecast for CNU was winds variable at 3 knots, visibility greater than 6 miles, and scattered clouds at 10,000 feet. The briefer continued to state that he suspected the broken ceilings were going to stay in the area and the visibilities were forecasted to drop during the early morning hours. A review of the pilot's written statement failed to reveal that he had contacted any facilities while en route to obtain updated weather information.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<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 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	April 29, 2003
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	April 29, 2003
<b>Flight Time:</b>	286 hours (Total, all aircraft), 143 hours (Total, this make and model), 231 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N122CC
<b>Model/Series:</b>	PA-24-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1222
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 4, 2003 Annual	<b>Certified Max Gross Wt.:</b>	3150 lbs
<b>Time Since Last Inspection:</b>	59 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5704 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-540-A
<b>Registered Owner:</b>	Carl L. Jones	<b>Rated Power:</b>	250 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>	CNU,1002 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	01:54 Local	<b>Direction from Accident Site:</b>	135°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	4 miles
<b>Lowest Ceiling:</b>	Overcast / 200 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	120°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.87 inches Hg	<b>Temperature/Dew Point:</b>	17°C / 17°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	San Antonio, TX (SSF )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Chanute, KS (CNU )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	21:09 Local	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	37.668888,-95.485

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sullivan, Pamela
<b>Additional Participating Persons:</b>	John Parsons; FAA - Wichita FSDO; Wichita, KS
<b>Report Date:</b>	January 4, 2005
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=57996">https://data.nts.gov/Docket?ProjectID=57996</a>

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