



Aviation Investigation Final Report

Location:	Grain Valley, Missouri	Accident Number:	CEN22LA324
Date & Time:	July 15, 2022, 02:45 Local	Registration:	N2945Q
Aircraft:	Piper PA-28-161	Aircraft Damage:	Substantial
Defining Event:	Fuel exhaustion	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Law enforcement reported the airplane overflew a tractor-trailer, landed on the interstate roadway, and impacted a guardrail. The airplane sustained substantial damage to the left wing. The student pilot reported to law enforcement that the airplane ran out of fuel. While on-scene at the accident location, the pilot was arrested for driving while intoxicated and operating an aircraft while intoxicated. The pilot refused to provide a statement of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The loss of engine power due to fuel exhaustion.

Findings

Personnel issues	Fuel planning - Pilot
Aircraft	Fuel - Fluid level
Personnel issues	Alcohol - Pilot

Factual Information

History of Flight

Maneuvering	Fuel exhaustion (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Student	Age:	35, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	July 31, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	290 hours (Total, all aircraft), 235 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2945Q
Model/Series:	PA-28-161	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-7716128
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	July 1, 2022 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5115 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-D3G
Registered Owner:	On file	Rated Power:	160 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KLXT,1000 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	02:53 Local	Direction from Accident Site:	244°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 22 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	28°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Jasper, AL (JFX)	Type of Flight Plan Filed:	None
Destination:	Grain Valley, MO	Type of Clearance:	None
Departure Time:	22:10 Local	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	39.021606,-94.199972(est)

Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	David Johnson; FAA; Kansas City, MO
Original Publish Date:	September 22, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=105515

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).