



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | ALMONT, Michigan | Accident Number: | CHI84LA298 |
| Date & Time: | July 14, 1984, 16:45 Local | Registration: | N2492B |
| Aircraft: | PIPER PA-38-112 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

ON 7/13, THE PLT DEPARTED FRASER, MI, WITH FULL FUEL TANKS & FLEW TO LAKES OF THE NORTH. THE NEXT DAY HE FLEW TO MACKINAC ISLAND. HE THEN DEPARTED MACKINAC ISLAND WITHOUT REFUELING. NEAR FLINT, MI, THE PLT CONTACTED APCH CONTROL & INFORMED THEM HE WAS LOW ON FUEL. WHILE RECEIVING VECTORS TO ALMONT ARPT, THE ENG QUIT DUE TO FUEL EXHAUSTION & THE ACFT LANDED IN A WHEAT FIELD AND WAS DAMAGED.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
 3. (C) FLUID,FUEL - EXHAUSTION
 4. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) TERRAIN CONDITION - CROP

Factual Information

Pilot Information

| | | | |
|----------------------------------|---|--|-----------------|
| Certificate: | Private | Age: | 32, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | August 20, 1982 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 138 hours (Total, all aircraft), 73 hours (Total, this make and model), 59 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|---|---|-----------------|
| Aircraft Make: | PIPER | Registration: | N2492B |
| Model/Series: | PA-38-112 PA-38-112 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 38-79A0087 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | March 5, 1984 100 hour | Certified Max Gross Wt.: | 3600 lbs |
| Time Since Last Inspection: | 20 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 900 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | O-235-L2C |
| Registered Owner: | J. H. FOOTE | Rated Power: | 115 Horsepower |
| Operator: | DAP II AVIATION | Operating Certificate(s) Held: | None |
| Operator Does Business As: | MCKINLEY AVIATION | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | FNT ,781 ft msl | Distance from Accident Site: | 31 Nautical Miles |
| Observation Time: | 16:45 Local | Direction from Accident Site: | 275° |
| Lowest Cloud Condition: | Scattered / 4000 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | Overcast / 25000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 14 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 240° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 32°C / 19°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | MACKINAC ISLAND, MI (Y84) | Type of Flight Plan Filed: | None |
| Destination: | FRASER , MI (D13) | Type of Clearance: | None |
| Departure Time: | 14:15 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|------------|----------------------------------|----------------|
| Airport: | ALMONT 37G | Runway Surface Type: | |
| Airport Elevation: | | Runway Surface Condition: | |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | Forced landing |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 42.920711,-83.040428(est) |

Administrative Information

Investigator In Charge (IIC): Kleckner, Pamela

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=12698>

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](#).