



# Aviation Investigation Final Report

<b>Location:</b>	DANVILLE, Illinois	<b>Accident Number:</b>	CHI88LA031
<b>Date &amp; Time:</b>	November 28, 1987, 17:55 Local	<b>Registration:</b>	N5611P
<b>Aircraft:</b>	PIPER PA-24-180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

EARLIER IN THE DAY, THE ACFT WAS FLOWN FROM DANVILLE TO ROCHELLE, IL. WHILE ON A RETURN FLT WITHOUT REFUELING, THE ENG BEGAN LOSING POWER, SO THE PLT MOVED THE FUEL SELECTOR TO THE RGT TANK (WHICH INDCD 1/4 FULL) & POWER WAS RESTORED. HOWEVER, ABOUT 2 MIN LATER, THE ENG LOST ALL POWER & WOULD NOT RESTART. THE PLT MADE AN EMERG LANDING ON A ROAD, BUT SAID HE DELAYED EXTENDING THE GEAR UNTIL THE ACFT WAS CLEAR OF POWER LINES. HE INITIATED GEAR EXTENSION, BUT THE ACFT TOUCHED DOWN BEFORE THE GEAR WAS FULLY EXTENDED. SUBSEQUENTLY, THE ACFT SETTLED & SKIDDED TO A STOP ON ITS BELLY. AN EXAM OF THE FUEL SYS REVEALED NO FUEL WAS REMAINING.

## 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) - MECH FAILURE/MALF  
Phase of Operation: CRUISE - NORMAL

#### Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION

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

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Occurrence #3: GEAR NOT EXTENDED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

#### Findings

5. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. (F) GEAR DOWN AND LOCKED - DELAYED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	26, 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 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	June 15, 1987
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	329 hours (Total, all aircraft), 329 hours (Total, this make and model), 19 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N5611P
<b>Model/Series:</b>	PA-24-180 PA-24-180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-679
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	November 16, 1985 Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>	44 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2879 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-A1A
<b>Registered Owner:</b>	ROBERT THOMPSON	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	ANTHONY THOMPSON	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	CMI ,700 ft msl	<b>Distance from Accident Site:</b>	20 Nautical Miles
<b>Observation Time:</b>	17:45 Local	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>	Unknown / 2000 ft AGL	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Overcast / 2000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	7°C / 6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ROCHELLE , IL (12C)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	DANVILLE , IL (DNV)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	40.140621,-87.610435(est)

## Administrative Information

**Investigator In Charge (IIC):** Bruce, William

**Additional Participating Persons:**

**Original Publish Date:** June 7, 1989

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=14022>

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