



Aviation Investigation Final Report

Location:	CONVERSE, Indiana	Accident Number:	CHI88LA234
Date & Time:	September 10, 1988, 08:45 Local	Registration:	N46876
Aircraft:	FAIRCHILD PT-19	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING INITIAL CLIMBOUT AFTER TAKEOFF, THE AIRCRAFT EXPERIENCED A LOSS OF ENGINE POWER. AFTER AN UNSUCCESSFUL ATTEMPT TO RESTART THE ENGINE, THE PILOT EXECUTED A FORCED LANDING IN A CORN FIELD. POST ACCIDENT EXAM REVEALED A BROKEN UNIVERSAL JOINT IN THE FUEL SELECTOR. THERE WAS NO FUEL FOUND FORWARD OF THE FUEL SELECTOR.

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: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FUEL SYSTEM,SELECTOR/VALVE - FAILURE,TOTAL
2. (C) FLUID,FUEL - STARVATION
3. EMERGENCY PROCEDURE - PERFORMED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

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

Findings

4. TERRAIN CONDITION - CROP

Factual Information

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
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 17, 1988
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	891 hours (Total, all aircraft), 8 hours (Total, this make and model), 843 hours (Pilot In Command, all aircraft), 46 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	FAIRCHILD	Registration:	N46876
Model/Series:	PT-19 PT-19	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	T421957
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 30, 1988 Annual	Certified Max Gross Wt.:	2470 lbs
Time Since Last Inspection:	7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2210 Hrs	Engine Manufacturer:	RANGER
ELT:	Installed, not activated	Engine Model/Series:	6-440 C2
Registered Owner:	WILHELM, VIRGLE H	Rated Power:	175 Horsepower
Operator:	WILHELM, VIRGLE H.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GUS ,840 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	07:55 Local	Direction from Accident Site:	295°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CONVERSE , IN (118)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:43 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

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
Total Injuries:	2 None	Latitude, Longitude:	40.569801,-85.869003(est)

Administrative Information

Investigator In Charge (IIC):	Reeves, Jodi
Additional Participating Persons:	N THOMPSON; SOUTH BEND , IN
Original Publish Date:	December 3, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=14161

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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](#).