



Aviation Investigation Final Report

Location:	HUTCHINSON, Kansas	Accident Number:	CHI91LA232
Date & Time:	July 30, 1991, 14:50 Local	Registration:	N19KL
Aircraft:	CESSNA 305	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PRIVATE PILOT SAID THAT DURING A CROSS COUNTRY FLIGHT, THE ENGINE FAILED. DURING THE EMERGENCY LANDING ATTEMPT, THE AIRCRAFT STRUCK TREES THEN THE TERRAIN. THE PILOT AND PASSENGER WERE INJURED AND THE AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE. POST ACCIDENT INVESTIGATION REVEALED THE LOSS OF POWER WAS DUE TO FUEL EXHAUSTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL CONSUMPTION CALCULATIONS MISJUDGED BY THE PILOT RESULTING IN FUEL EXHAUSTION. FACTORS RELATED TO THE ACCIDENT WERE COMPENSATION FOR WIND CONDITIONS WERE INADEQUATE AND PRESENCE OF TREES DURING THE EMERGENCY LANDING ATTEMPT.

Findings

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

Findings

1. FLUID,FUEL - EXHAUSTION
2. (C) FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - UNFAVORABLE WIND
4. (F) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

5. (F) OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	38, 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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 6, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	450 hours (Total, all aircraft), 60 hours (Total, this make and model), 45 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 13 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N19KL
Model/Series:	305 305	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22787
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 6, 1991 Annual	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:	34 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5133 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	O-470-11A
Registered Owner:		Rated Power:	213 Horsepower
Operator:	KEITH L. CARTER	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:	HUT ,1542 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	14:50 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OTTUMWA , IA (OTM)	Type of Flight Plan Filed:	None
Destination:	HUTCHINSON , KS (HUT)	Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	38.059013,-97.909957(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: GLENN MASRTIN;

Original Publish Date: December 4, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=15130>

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](#).