



Aviation Investigation Final Report

Location:	MOUNTAIN, Wisconsin	Accident Number:	CHI93LA004
Date & Time:	October 3, 1992, 09:30 Local	Registration:	N560C
Aircraft:	STINSON 108-3	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AN AIRPLANE UNDERGOING RESTORATION WAS PARTLY FILLED WITH FUEL, TEST RUN, TAXIED AND FLOWN. THE OWNER TOOK DELIVERY OF THE AIRPLANE AT THE RESTORATION LOCATION AND FLEW HOME WITHOUT REFUELING. THE NEXT DAY HE SAMPLED FUEL AT THE DRAINS AND TOOK OFF FOR A LOCAL FLIGHT. HE DID NOT VISUALLY CHECK QUANTITY IN THE TANKS. THE ENGINE QUIT 15 MINUTES AFTER TAKEOFF. LESS THAN A QUART OF FUEL WAS DRAINED FROM THE AIRPLANE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO REFUEL THE AIRPLANE.

Findings

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

- Findings
1. FLUID,FUEL - EXHAUSTION
 2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: NOSE OVER
Phase of Operation: LANDING

Findings
3. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Single-engine land; Multi-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:	April 1, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	950 hours (Total, all aircraft), 5 hours (Total, this make and model), 950 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STINSON	Registration:	N560C
Model/Series:	108-3 108-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-3560
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	September 15, 1992 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2000 Hrs	Engine Manufacturer:	FRANKLIN
ELT:	Installed, activated	Engine Model/Series:	6A4-165-B3
Registered Owner:	HARTMAN, PHILLIP W.	Rated Power:	165 Horsepower
Operator:	HARTMAN, PHILLIP W.	Operating Certificate(s) Held:	None
Operator Does Business As:	HART TOOL & ENGINEERING	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GRB ,695 ft msl	Distance from Accident Site:	50 Nautical Miles
Observation Time:	09:50 Local	Direction from Accident Site:	155°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	15°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAKEWOOD , WI (WI31)	Type of Flight Plan Filed:	None
Destination:	(WI31)	Type of Clearance:	None
Departure Time:	09:15 Local	Type of Airspace:	Class G

Airport Information

Airport:		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

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	45.180263,-88.479515(est)

Administrative Information

Investigator In Charge (IIC):	Vallaster, J
Additional Participating Persons:	RICHARD L HANUSA; MILWAUKEE , WI TIM R DERNER; MILWAUKEE , WI
Original Publish Date:	May 26, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=15601

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](#).