



Aviation Investigation Final Report

Location:	BLUE RAPIDS, Kansas	Accident Number:	MKC85FCQ04
Date & Time:	July 4, 1985, 08:50 Local	Registration:	N4482K
Aircraft:	RYAN NAVION	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious, 2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT ENG LOST POWER AFTER A 30 MINUTE FLT AND A FORCED LANDING RESULTED IN AN OFF.-ARPT ACC. WITNESSES AT THE ACC SITE DID NOT FIND ANY FUEL IN THE TANKS OR EVIDENCE OF SPILLAGE OF FUEL. AN INSPECTION OF THE ENG DID NOT REVEAL ANY DISCREPANCIES. A CERTIFIED REPAIR STATION INSPECTED THE CARBURETOR ENG DRIVEN FUEL PUMP & ELEC BOOST PUMP. THE BOOST PUMP FLOWED FUEL OUT THE OVERBOARD LINE WHEN AT STATIC THE PLT SAID A VISUAL PRE-FLT CHECK OF THE MAIN FUEL TANKS INDICATED APRX 28 GALS. HE ESTIMATED 10 GALS IN THE AUX TANK BASED ON A PREVIOUS CHECK.

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) FUEL SYSTEM,PUMP - IMPROPER
2. (F) FLUID,FUEL - EXHAUSTION
3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND

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

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

Factual Information

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 24, 1984
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1168 hours (Total, all aircraft), 435 hours (Total, this make and model), 8875 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	RYAN	Registration:	N4482K
Model/Series:	NAVION NAVION	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	NAV 4-1482
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	December 12, 1984 Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	84 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	125975 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	E185-3
Registered Owner:	DENNIS & ARLE LAMBERD	Rated Power:	185 Horsepower
Operator:		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:		Distance from Accident Site:	
Observation Time:	09:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TOPEKA , KS (FOE)	Type of Flight Plan Filed:	None
Destination:	HEBRON , NE (K09)	Type of Clearance:	VFR
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	UNKNOWN	Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 2 Minor	Latitude, Longitude:	39.66933,-96.65097(est)

Administrative Information

Investigator In Charge (IIC): Strecker, Robert

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=33865>

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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](#).