



Aviation Investigation Final Report

Location:	FALMOUTH, Kentucky	Accident Number:	NYC92LA054
Date & Time:	March 10, 1992, 14:05 Local	Registration:	N2460C
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT EXPERIENCED A POWER LOSS FROM FUEL EXHAUSTION OVER UNSUITABLE TERRAIN. WHEN INTERVIEWED BY TELEPHONE, THE PILOT SAID HE DEPARTED WITH ONE TANK FULL AND THE OTHER AT 3/4. IN HIS WRITTEN REPORT HE SAID HE WAS CRUISING AT 75 PERCENT POWER WITH THE 'INTENT TO FLY THE ENGINE HARD TO HELP IT BREAK IN PROPERLY.' HE SAID HE LEANED THE ENGINE UNTIL IT WAS ROUGH AND THEN ENRICHED THE MIXTURE UNTIL IT WAS SMOOTH. THE AIRPLANE HAS 30 GALLONS USABLE FUEL AND WAS AIRBORNE FOR 3.2 HOURS. ACCORDING TO THE MANUFACTURER, THE FUEL CONSUMPTION FOR BEST ECONOMY IS 5.6 GPH, AND FOR BEST POWER IS 6.5 GPH. POST ACCIDENT INVESTIGATION FOUND NO EVDIENCE OF FUEL LEAKAGE OR EXCESSIVE FUEL CONSUMPTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO ADEQUATELY MONITOR HIS FUEL CONSUMPTION WHICH RESULTED IN A POWER LOSS FROM FUEL EXHAUSTION OVER UNSUITABLE TERRAIN. A FACTOR RELATED TO THE ACCIDENT WAS THE FAILURE OF THE PILOT TO ADEQUATELY DETERMINE THE AMOUNT OF FUEL ONBOARD PRIOR TO DEPARTURE.

Findings

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

Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. (C) FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
3. (C) FLUID,FUEL - EXHAUSTION

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-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:	September 13, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	281 hours (Total, all aircraft), 122 hours (Total, this make and model), 172 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2460C
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-79A0196
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	January 31, 1992 Unknown	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4393 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2A
Registered Owner:	MCCLUEN AVIATION, INC.	Rated Power:	112 Horsepower
Operator:	GLENN W. MCCLUEN	Operating Certificate(s) Held:	None
Operator Does Business As:	8925 WESLEY PLACE DR	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CVG ,331 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	14:50 Local	Direction from Accident Site:	331°
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Broken / 1700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	1°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KNOXVILLE , KY (TYS)	Type of Flight Plan Filed:	None
Destination:	BATAVIA , OH (I69)	Type of Clearance:	None
Departure Time:	10:52 Local	Type of Airspace:	Class G

Airport Information

Airport:	GENE SNYDER KYG2	Runway Surface Type:	Asphalt
Airport Elevation:	898 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	Forced landing;Traffic pattern

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:	38.670166,-84.329071(est)

Administrative Information

Investigator In Charge (IIC):	Hancock, Robert
Additional Participating Persons:	MARK POTTER; LOUISVILLE , KY
Original Publish Date:	August 13, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=37123

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