



Aviation Investigation Final Report

Location:	HEATHSVILLE, Virginia	Accident Number:	NYC93LA007
Date & Time:	October 2, 1992, 13:12 Local	Registration:	N2434B
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT PILOT WAS CONDUCTING A SOLO CROSS COUNTRY FLIGHT. SHE WAS PLANNING TO LAND AT AN AIRPORT TO REFUEL, BUT HER FLIGHT TIME WAS RUNNING BEHIND SCHEDULE, SO SHE DECIDED TO OVERFLY THE AIRPORT AND CONTINUE TO HER FINAL DESTINATION. ENROUTE SHE REALIZED THAT THE FUEL SUPPLY ONBOARD THE AIRPLANE WAS INADEQUATE FOR THE REMAINDER OF THE FLIGHT, SO SHE REQUESTED ASSISTANCE FROM ATC. SHE REQUESTED VECTORS TO AN AIRPORT WHERE SHE COULD OBTAIN FUEL. ATC VECTORED HER TO AN AIRPORT, BUT THE FIRST ATTEMPT TO LAND WAS UNSUCCESSFUL, AND A GO-AROUND WAS PERFORMED. ON THE SECOND ATTEMPT, THE ENGINE QUIT ON BASE LEG. THE PILOT LANDED SHORT OF THE RUNWAY IN A CORN FIELD. THE FAA FOUND NO SIGNIFICANT FUEL IN THE TANKS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE IMPROPER INFLIGHT PLANNING AND DECISION BY THE STUDENT PILOT RESULTING IN FUEL EXHAUSTION.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. (C) FUEL SYSTEM - EXHAUSTION

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Factual Information

Pilot Information

Certificate:	Student	Age:	21,Female
Airplane Rating(s):	None	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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 2, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	62 hours (Total, all aircraft), 62 hours (Total, this make and model), 62 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2434B
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-79A0060
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	January 2, 2000 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	38 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6277 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	DAWN AERONAUTICS, INC.	Rated Power:	112 Horsepower
Operator:	DAWN AERONAUTICS, INC.	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:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MARTINSBURG , WV (MRB)	Type of Flight Plan Filed:	VFR
Destination:	NEW CASTLE , DE (ILG)	Type of Clearance:	VFR
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	HEATHSVILLE 7W7	Runway Surface Type:	Grass/turf
Airport Elevation:	105 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2400 ft / 50 ft	VFR Approach/Landing:	Forced landing;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	37.910717,-76.469413(est)

Administrative Information

Investigator In Charge (IIC):	Leonard, Charles
Additional Participating Persons:	GEORGE C BUSH; RICHMOND , VA
Original Publish Date:	June 21, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=37250

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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](#).