



Aviation Investigation Final Report

Location:	HALLS CROSSING, Utah	Accident Number:	SEA96LA154
Date & Time:	July 12, 1996, 20:15 Local	Registration:	N248B
Aircraft:	Colonial C-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that about 1,000 feet above ground level and with the airport in sight, the engine suddenly quit. He was unable to restart the engine, and a forced landing was made in an open area. The airplane belly landed, bounced, and became airborne, then it rolled to the left and touched down again inverted. The pilot stated that after the accident, there was no smell of fuel or fuel spillage. He stated that 11 gallons of fuel had been added at the last refueling to bring the total fuel capacity to 22 gallons for this leg of the flight. There had been a conflicting indication of quantity between the fuel totalizer and the cockpit fuel gauge. The pilot stated that he felt that the totalizer was correct; however, there were indications that he did not verify this either visually or with a dip stick.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate preflight of the airplane, and subsequent fuel exhaustion due to an inadequate supply of fuel, which resulted in loss of engine power and an emergency landing. Uneven terrain in the emergency landing area was a related factor.

Findings

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

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (C) FLUID,FUEL - EXHAUSTION
3. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: EMERGENCY LANDING

Findings

4. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

On July 12, 1996, at 2015 mountain daylight time, an amphibian Colonial C-1, N248B, leased to and operated by the pilot, experienced a loss of engine power. The pilot initiated a forced landing to an open field near Halls Crossing, Utah, where during the forced landing, the airplane collided with the terrain and came to rest inverted. Visual meteorological conditions prevailed at the time and no flight plan was filed. The private pilot received minor injuries, and the passenger was not injured. The flight originated from Taylor, Arizona, with a fuel stop at Gallup, New Mexico. The flight departed from Gallup approximately two hours prior to the accident.

The pilot reported that at Gallup, approximately 11 gallons of fuel was added to bring the total fuel capacity to 22 gallons. The pilot stated that the fuel totalizer indicated 22 gallons, however, the cockpit panel fuel gauge read a conflicting amount. The pilot stated that previous to this flight, there had been a conflict between the gauges. At this time, the pilot used a dip stick to verify the fuel quantity. The pilot stated that the fuel totalizer indicated the correct quantity. On the day of the accident, the pilot reported that he did not have the dip stick with him and he did not visually check the fuel level. The pilot stated that he felt that the fuel totalizer was correct.

The pilot stated that after passing over the north end of Lake Powell at 1,000 feet above ground level and with the airport in sight, the engine suddenly quit. The pilot was unable to restart the engine and a forced landing was made to an open area. The airplane belly landed and then bounced approximately 15 feet in the air. The airplane rolled to the left and touched down again inverted. The pilot stated during a telephone interview that there was no fuel spillage or fuel smell at the accident site. The pilot's written statement reports "fuel starvation."

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 1, 1996
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1523 hours (Total, all aircraft), 430 hours (Total, this make and model), 1325 hours (Pilot In Command, all aircraft), 89 hours (Last 90 days, all aircraft), 42 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Colonial	Registration:	N248B
Model/Series:	C-1 C-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	8
Landing Gear Type:	Amphibian	Seats:	2
Date/Type of Last Inspection:	July 8, 1995 Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	135 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2250 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A2A
Registered Owner:	CYRUS A. WOOD-THOMAS	Rated Power:	150 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:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	8 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:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GALLUP , NM (GUP)	Type of Flight Plan Filed:	None
Destination:	(U96)	Type of Clearance:	None
Departure Time:	18:35 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 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	37.569419,-110.319862(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	JIM RALPH; SALT LAKE CITY , UT
Original Publish Date:	December 20, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=42417

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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](#).