



Aviation Investigation Final Report

Location:	La Porte, Indiana	Accident Number:	CHI01LA160
Date & Time:	June 8, 2001, 10:30 Local	Registration:	N89320
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot attempted a downwind landing on a soybean field following a total loss of engine power. The airplane flipped over upon touchdown. The right fuel tank and carburetor bowl did not contain fuel.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the inadequate planned approach by the pilot. Contributing factors were the fuel starvation and tailwind.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE

Findings

1. (F) FLUID,FUEL - STARVATION/EXHAUSTION

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

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

Findings

2. (F) WEATHER CONDITION - TAILWIND
3. (C) PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND

Occurrence #4: NOSE OVER

Phase of Operation: EMERGENCY LANDING

Factual Information

On June 8, 2001, at 1030 eastern daylight time, a Cessna 140, N89320, owned and piloted by a private pilot, flipped over during a forced landing on a soybean field following a total loss of engine power. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 personal flight was not operating on a flight plan. The pilot reported no injuries. The local flight originated from the La Porte Municipal Airport, La Porte, Indiana at 0950.

In a written statement, the pilot reported "Took off La Porte PPO about 0950 for flight around pattern. Flew north to northwest of airport. Was going west about five miles out. So I flew northwest a while at 1600' pulled engine back to idle, so other plane could land first. When I put throttle back in, it stayed at idle. Tried throttle again but engine stayed at idle. I picked out a bean field right under me. Made some calls to other plane landing at PPO. Called UNICOM made some S turns to lose altitude. Winds were out of the north about 20 mph. I was at the north end of the field. Didn't have enough altitude for 360 [degree] turn down and back into the wind, so landed downwind in soft field. Touch down in field about half 1/2 way down. Rolled about 50'. Went up on nose and rolled over on back about 55 mph. I had power lines and SR 2. Hwy. ahead of me about 450' from where plane flipped over. Didn't want to hit power line or go up on highway."

Examination of the wreckage by the Federal Aviation Administration revealed the right fuel tank was empty and the left fuel tank was 1/2 full. The fuel selector was on the left tank. The carburetor fuel bowl was empty.

Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	August 31, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	February 14, 2001
Flight Time:	821 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N89320
Model/Series:	140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	8448
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 19, 2000 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	25.2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2194.58 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	1465-6-12-C
Registered Owner:	Frederick L. Requarth and Nira K. Requarth	Rated Power:	85 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SBN,777 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	09:54 Local	Direction from Accident Site:	65°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	19°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	La Porte, IN (PPO)	Type of Flight Plan Filed:	None
Destination:	La Porte, IN (PPO)	Type of Clearance:	Unknown
Departure Time:	10:00 Local	Type of Airspace:	Class G

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:	41.59938,-86.709403(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Robert Helbing; Federal Aviation Administration; South Bend, IN
Original Publish Date:	May 28, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=52475

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