



Aviation Investigation Final Report

Location:	Jerome, Idaho	Accident Number:	SEA04LA104
Date & Time:	June 11, 2004, 17:20 Local	Registration:	N2579N
Aircraft:	Piper PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he had made several flights on the day of the accident without refueling the airplane. On this the final flight, the pilot estimated there to be 1.5 hours of fuel remaining and departed with the intention of flying for 30 minutes. The pilot further reported that he "lost track of time" and, when he noticed the fuel was low, elected to return to the airport. Approximately three miles south of the airport, fuel pressure was lost and the pilot switched the fuel selector to the left tank. The engine ran for about 20 seconds then stopped. The pilot then executed a forced landing in a potato field. During the roll out, the nose wheel dug into the soft dirt resulting in a nose over.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to refuel the airplane resulting in fuel exhaustion and the loss of power during descent for landing. Factors contributing to the accident were the soft terrain and the forced landing site.

Findings

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION

2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY LANDING

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

Phase of Operation: EMERGENCY LANDING

Findings

3. (F) TERRAIN CONDITION - SOFT

Occurrence #4: NOSE OVER

Phase of Operation: EMERGENCY LANDING

Factual Information

On June 11, 2004, about 1720 mountain daylight time, a Piper PA-38-112, N2579N, registered to the pilot, sustained substantial damage during a forced landing following a total loss of engine power, during a decent, near Jerome, Idaho. The pilot and passenger were uninjured and there was no fire. Visual meteorological conditions prevailed at the time and no flight plan had been filed. The flight, which was personal, was operated under 14 CFR Part 91, and originated from the Jerome County airport, Jerome, Idaho at 1600 hours. There was no report of ELT activation.

In a written statement, the pilot reported that he had made several flights on the day of the accident without refueling the airplane. On this the final flight, the pilot estimated there to be 1.5 hours of fuel remaining and departed with the intention of flying for 30 minutes. The pilot further reported that he "lost track of time" and, when he noticed the fuel was low, elected to return to the airport. Approximately three miles south of the airport, fuel pressure was lost and the pilot switched the fuel selector to the left tank. The engine ran for about 20 seconds then stopped. The pilot then executed a forced landing in a potato field. During the roll out, the nose wheel dug into the soft dirt resulting in a nose over.

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 None	Last FAA Medical Exam:	February 12, 2004
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	March 6, 2004
Flight Time:	169 hours (Total, all aircraft), 118 hours (Total, this make and model), 107 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2579N
Model/Series:	PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-79A0928
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	February 27, 2004 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1828 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235
Registered Owner:	Robert R. Moore	Rated Power:	125 Horsepower
Operator:	Robert R. Moore	Operating Certificate(s) Held:	None

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	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	75°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	JEROME, ID (U73)	Type of Flight Plan Filed:	None
Destination:	Jerome, ID	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class G

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:	42.666667,-114.449996

Administrative Information

Investigator In Charge (IIC):	Hogenson, Dennis
Additional Participating Persons:	Judy L Pedersen; FAA-FSDO; Boise , ID
Original Publish Date:	October 28, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=59440

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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](#).