



Aviation Investigation Final Report

Location:	Denton, Texas	Accident Number:	DFW08CA183
Date & Time:	July 11, 2008, 15:50 Local	Registration:	N9678U
Aircraft:	Grumman American AA-5A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that prior to departing on a cross-country flight, that both of the aircraft's fuel tanks were filled with fuel. Additionally, the pilot stated that during flight she failed to switch fuel tanks. While talking to the airport's control tower and during the approach to the runway, the airplane's engine lost power. The pilot elected to conduct a forced landing in a nearby field. The airplane's landing gear collapsed and the airplane was substantially damaged during the forced landing. A Federal Aviation Administration inspector who examined the airplane, reported that the right wing fuel tank appeared empty and that the fuel selector was on the right wing fuel tank position.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate fuel management, which resulted in fuel starvation and the subsequent loss of engine power.

Findings

Aircraft	Fuel - Fluid management
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Factual Information

History of Flight

Approach	Fuel starvation
Approach	Loss of engine power (total)
Emergency descent	Off-field or emergency landing
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	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 With waivers/limitations	Last FAA Medical Exam:	October 1, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 1, 2007
Flight Time:	1059 hours (Total, all aircraft), 75 hours (Total, this make and model), 995 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman American	Registration:	N9678U
Model/Series:	AA-5A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA5A0044
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	June 1, 2008 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3732.7 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360
Registered Owner:	On file	Rated Power:	
Operator:	On file	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	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	36°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NEOSHO, MO (EOS)	Type of Flight Plan Filed:	None
Destination:	Denton, TX	Type of Clearance:	Unknown
Departure Time:	13:30 Local	Type of Airspace:	

Airport Information

Airport:	DENTON MUNI DTO	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Unknown

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:	33.205554,-97.197219

Administrative Information

Investigator In Charge (IIC):	Hatch, Craig
Additional Participating Persons:	Cal Cleveland; FAA FSDO
Original Publish Date:	August 28, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=68435

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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](#).