



Aviation Investigation Final Report

Location:	AURORA, Nebraska	Accident Number:	CHI94LA110
Date & Time:	March 11, 1994, 17:00 Local	Registration:	N5258M
Aircraft:	BEECH C23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT APPROXIMATELY 3 MILES FROM THE DESTINATION AIRPORT, THE ENGINE LOST POWER. A FORCED LANDING WAS MADE IN A SOFT, MUDDY FIELD AT WHICH TIME THE AIRPLANE WAS SUBSTANTIALLY DAMAGED. INSPECTION OF THE AIRPLANE REVEALED NO FUEL ON BOARD. THE PILOT HAD THE OPERATOR REMOVE 15 GALLONS OF FUEL PRIOR TO TAKEOFF FOR WEIGHT AND BALANCE PURPOSES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: an inadequate fuel supply for the flight and the pilot's failure to refuel while en route. A factor related to the accident was the soft terrain on which the airplane was landed.

Findings

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

Findings

1. FLUID,FUEL - EXHAUSTION
 2. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 3. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) TERRAIN CONDITION - SOFT

Factual Information

On March 11, 1994, at 1700 central standard time (cst), a Beech C23, N5258M, operated by the Anoka Flying Service, Anoka, Minnesota, and flown by a private pilot collided with the terrain during a forced landing in Aurora, Nebraska, while on a personal 14 CFR Part 91 flight. The forced landing was a result of a loss of engine power. Visual meteorological conditions prevailed and no flight plan was filed. The airplane was substantially damaged. The pilot and two passengers were not injured. The flight originated from Anoka, Minnesota, on March 11, 1994, at 1315 cst.

The pilot reported that while en route to the Aurora Municipal Airport the engine "stumbles" and stopped. A forced landing was made in a soft, muddy field during which the airplane was substantially damaged.

Federal Aviation Administration Inspectors from the Lincoln, Nebraska, Flight Standards District Office, inspected the wreckage and reported that no fuel was found on board the airplane.

The operator of the airplane reported that the airplane was originally full of fuel, but the pilot had them remove 15 gallons for weight and balance purposes.

Pilot Information

Certificate:	Private	Age:	31, Male
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 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 4, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	85 hours (Total, all aircraft), 17 hours (Total, this make and model), 48 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N5258M
Model/Series:	C23 C23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-2018
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360
Registered Owner:	VIRGIL L. BARNES	Rated Power:	180 Horsepower
Operator:	ANOKA FLYING SERVICE	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:	AUH ,1803 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown / 12000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 12000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	5°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MINNEAPOLIS , MN (ANE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:15 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Soft
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	40.85923,-97.999885(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	EILEEN M VAN LENT; LINCOLN , NE
Original Publish Date:	November 14, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=9488

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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](#).