



Aviation Investigation Final Report

Location:	OMAHA, Nebraska	Accident Number:	CHI94LA180
Date & Time:	May 27, 1994, 02:17 Local	Registration:	N6942U
Aircraft:	MOONEY M20E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT BEGAN THE CROSS COUNTRY FLIGHT USING THE LEFT FUEL TANK. HE THEN SELECTED THE RIGHT TANK UNTIL IT RAN DRY AT WHICH TIME HE SWITCHED BACK TO THE LEFT TANK. AFTER BEING CLEARED TO DESCEND TO THE DESTINATION AIRPORT, THE ENGINE QUIT. A FORCED LANDING WAS MADE IN A FIELD DURING WHICH THE AIRPLANE CONTACTED A DITCH. POST ACCIDENT INSPECTION REVEALED 1/2 CUP OF FUEL REMAINED ON BOARD THE AIRPLANE. THE LEFT FUEL TANK QUANTITY INDICATOR SHOWED 30 POUNDS OF FUEL REMAINING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: inaccurate fuel consumption calculations and the inadequate fuel supply for the flight. Factors related to the accident were the ditch and the quantity gage which gave a false indication.

Findings

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

Findings

1. FLUID,FUEL - EXHAUSTION
2. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
3. (C) FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) TERRAIN CONDITION - DITCH

Factual Information

On May 27, 1994, at 0217 central daylight time, a Mooney M20E, N6942U, registered to Peter O. Coltman, and piloted by a commercial instrument pilot collided with rough terrain during a forced landing along side a highway in Omaha, Nebraska, while on a personal flight. Visual meteorological conditions prevailed. A VFR flight plan was filed. The airplane was substantially damaged. The pilot was not injured. The flight originated from Austin, Texas, at 2145 central daylight time, on May 26, 1994.

The pilot stated he started the flight on the left fuel tank then switched to the right. He ran the right tank dry then switched back to the left for the remainder of the flight. N6942U was cleared to descent to the Omaha Epply Airport and the pilot was told to report the airport in sight. The pilot stated that the engine quit during the descent. A forced landing was made in a field near the intersection of I-370 and W60 in Omaha. During the landing the airplane contacted a two foot wide ditch which was two to three feet deep.

Post accident inspection of the airplane by an Inspector from the Lincoln, Nebraska Flight Standards District Office of the Federal Aviation Administration (FAA) revealed 1/2 cup of fuel remained in the left fuel tank and the right fuel tank was empty. The left fuel tank quantity indicator was indicating 30 pounds of fuel remained in that tank.

The pilot was given an NTSB 6120.1/2 Form by the FAA Inspector who inspected the airplane. This form was not received by the NTSB. A second form was mailed certified to the pilot. The pilot stated during a telephone conversation with the NTSB that mailed the original form and that he would mail a copy of the form. Neither form has been received by the NTSB as of the date of this report.

Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
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 1 Unknown	Last FAA Medical Exam:	June 1, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	874 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N6942U
Model/Series:	M20E M20E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	312
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	IO-360
Registered Owner:	PETER O. COLTMAN	Rated Power:	200 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/bright
Observation Facility, Elevation:	OMA ,983 ft msl	Distance from Accident Site:	
Observation Time:	02:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	AUSTIN , TX	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	VFR
Departure Time:	21:45 Local	Type of Airspace:	Class E

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 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.239147,-95.930191(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	JOSEPH HOLLIER; LINCOLN , NE
Original Publish Date:	January 12, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=9549

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).