



# Aviation Investigation Final Report

<b>Location:</b>	Independence, Iowa	<b>Accident Number:</b>	GAA19CA173
<b>Date &amp; Time:</b>	March 15, 2019, 17:30 Local	<b>Registration:</b>	N822GC
<b>Aircraft:</b>	Pereira Osprey	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that the airplane encountered a significant headwind during the flight and that the engine burned more fuel than he had planned. The fuel was exhausted, which resulted in a loss of all engine power. The pilot subsequently conducted a forced landing, during which the right wing struck the ground.

The airplane sustained substantial damage to the right wing.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's improper fuel planning, which resulted in fuel exhaustion and a total loss of engine power.

## Findings

<b>Personnel issues</b>	Fuel planning - Pilot
<b>Aircraft</b>	Fuel - Fluid level



## Factual Information

### History of Flight

<b>Maneuvering</b>	Other weather encounter
<b>Maneuvering</b>	Fuel exhaustion
<b>Maneuvering</b>	Loss of engine power (total) (Defining event)
<b>Landing</b>	Off-field or emergency landing
<b>Landing</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	66,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	February 11, 2019
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	March 4, 2019
<b>Flight Time:</b>	(Estimated) 1470 hours (Total, all aircraft), 4 hours (Total, this make and model), 5 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Pereira	<b>Registration:</b>	N822GC
<b>Model/Series:</b>	Osprey II	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2006	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	101
<b>Landing Gear Type:</b>	Tricycle; Amphibian; Hull	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	February 1, 2019 Condition	<b>Certified Max Gross Wt.:</b>	1585 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	60 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>		<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KIIB, 978 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	17:35 Local	<b>Direction from Accident Site:</b>	182°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	25 knots / 32 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	315°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	28.79 inches Hg	<b>Temperature/Dew Point:</b>	1°C / -2°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Milwaukee, WI (MWC )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Milwaukee, WI (MWC )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Independence Muni IIB	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	979 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5500 ft / 100 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	42.456943,-91.947776(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	John Walberg; FAA; Des Moines, IA
<b>Original Publish Date:</b>	November 6, 2019
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=99143">https://data.nts.gov/Docket?ProjectID=99143</a>

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