



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Corry, Pennsylvania	<b>Accident Number:</b>	GAA19CA015
<b>Date &amp; Time:</b>	October 7, 2018, 18:40 Local	<b>Registration:</b>	N912R
<b>Aircraft:</b>	Titan TITAN TORNADO 912	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Fuel exhaustion	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he departed with 14 gallons of fuel onboard the airplane. He added that he diverted to an airport 15 miles away from the destination airport due to ground fog, and while en route, about 2 hours 25 minutes after departure, the engine "died from lack of gas." Subsequently, he landed the airplane in a field.

The pilot further reported that he estimated that the fuel tank had "maybe an 1/8 cup" and that a "tablespoon may be more accurate."

The airplane sustained substantial damage to the left wing, left aileron, and empennage.

The pilot reported that there were no preaccident mechanical failures or malfunctions 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 preflight fuel planning, which resulted in fuel exhaustion and the subsequent total loss of engine power.

## Findings

### Aircraft

Fuel - Fluid level

### Personnel issues

Use of equip/system - Pilot

## Factual Information

### History of Flight

Enroute	Fuel exhaustion (Defining event)
Enroute	Loss of engine power (total)
Landing	Off-field or emergency landing

### Pilot Information

Certificate:	Sport Pilot	Age:	30,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport pilot	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 97.6 hours (Total, all aircraft), 62 hours (Total, this make and model), 53 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Titan	Registration:	N912R
Model/Series:	TITAN TORNADO 912 Undesignat	Aircraft Category:	Airplane
Year of Manufacture:	2004	Amateur Built:	Yes
Airworthiness Certificate:	Normal	Serial Number:	D00912SOHK0382
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	December 2, 2017 Condition	Certified Max Gross Wt.:	1000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	360.3 Hrs as of last inspection	Engine Manufacturer:	Rotax
ELT:	Installed	Engine Model/Series:	912
Registered Owner:		Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	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>	KJHW, 1723 ft msl	<b>Distance from Accident Site:</b>	23 Nautical Miles
<b>Observation Time:</b>	22:56 Local	<b>Direction from Accident Site:</b>	50°
<b>Lowest Cloud Condition:</b>	Few / 300 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 2700 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.28 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Bethel, PA (8N1 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Sherman, NY (D88 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:15 Local	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	41.907501,-79.641113(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Brad McCauley; FAA; Pittsburgh, PA
<b>Original Publish Date:</b>	April 8, 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=98456">https://data.nts.gov/Docket?ProjectID=98456</a>

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).