



Aviation Investigation Final Report

Location:	El Dorado, Arkansas	Accident Number:	GAA18CA465
Date & Time:	July 27, 2018, 13:15 Local	Registration:	N391KM
Aircraft:	Bellanca 8GCBC	Aircraft Damage:	Substantial
Defining Event:	Fuel exhaustion	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Aerial observation		

Analysis

The pilot of the tailwheel-equipped airplane reported that, during the return to the departure airport following a local flight, the engine lost all power. Subsequently, he conducted a forced landing on a dirt road, during which the propeller struck the ground, and the airplane then nosed over.

The airplane sustained substantial damage to the right-wing lift strut.

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

A Federal Aviation Administration inspector reported that only 1 gallon of fuel was recovered from both wing tanks.

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 subsequent total loss of engine power.

Findings

Aircraft	Fuel - Fluid level
Personnel issues	Fuel planning - Pilot

Factual Information

History of Flight

Enroute	Fuel exhaustion (Defining event)
Enroute	Loss of engine power (total)
Landing	Off-field or emergency landing
Landing	Collision with terr/obj (non-CFIT)
After landing	Nose over/nose down

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	24, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	(Estimated)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N391KM
Model/Series:	8GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	182-75
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-360-C2A
Registered Owner:		Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dawn
Observation Facility, Elevation:	KELD,285 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	267°
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	34°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	El Dorado, AR	Type of Flight Plan Filed:	None
Destination:	El Dorado, AR	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.221111,-92.811668(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Bill Kelly; FAA; Little Rock, AR
Original Publish Date:	November 6, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97974

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](#).