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|--|-------------|---------------------------------|----------------------------------|--------------------------------------|--------|
|  | | NTSB ID: CHI93LA250 | | Aircraft Registration Number: N4201Y | |
| | | Occurrence Date: 07/12/1993 | | Most Critical Injury: Serious | |
| | | Occurrence Type: Accident | | Investigated By: NTSB | |
| Location/Time | | | | | |
| Nearest City/Place HARVEL | State IL | Zip Code 62538 | Local Time 0917 | Time Zone CDT | |
| Airport Proximity: Off Airport/Airstrip | | Distance From Landing Facility: | | Direction From Airport: | |
| Aircraft Information Summary | | | | | |
| Aircraft Manufacturer BELLANCA | | Model/Series 8KCAB | | Type of Aircraft Airplane | |
| Sightseeing Flight: No | | | Air Medical Transport Flight: No | | |
| Narrative | | | | | |
| <p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On July 12, 1993, about 0917 central daylight time, a Bellanca Decathlon (BL30); N4201Y, was destroyed and the private pilot was seriously injured when the aircraft experienced an engine problem, and impacted the ground. The pleasure flight, originating from Kenosha Municipal Airport, Kenosha, Wisconsin, was operating under 14 CFR Part 91 in visual meteorological conditions with no flight plan on file.</p> <p>The flight departed Kenosha, Wisconsin approximately 0715 CDT, for St. Jacob, Illinois, on the first leg of a cross country flight to Houston, Texas. The pilot's first planned fuel stop was to be St. Jacob, Illinois (3K6).</p> <p>Having filled the tanks on July 3, 1993, and making only a short trip from Delavan, Wisconsin to Kenosha, Wisconsin on that day, the pilot assumed she had 33.5 gallons of fuel left when she departed ENW for 3K6 on July 12, 1993.</p> <p>The pilot reported that "In the general vicinity of the Taylorville Airport, I noticed that the aircraft fuel gauges indicated that the fuel supply was lower than it should have been." She also noticed that the weather was deteriorating, and decided to locate an alternate airport, Taylorville Airport, to check her fuel supply, and also to get an updated weather briefing.</p> <p>The pilot contacted Taylorville on the Unicom frequency and described some landmarks to them to get a good heading toward the airport. Unable to discern her location, Taylorville suggested a 270 heading and a frequency. After contacting the facility, she was told to squawk a code. At this point, the engine began to sputter. The pilot stated that "It seemed as though I was running out of fuel, but this did not seem possible since I had only flown a little over two hours, and departed with enough fuel for over three hours of flight time."</p> <p>Realizing she would have to make a forced landing, the pilot lined up with a bean field, and set up for a landing in the field. The aircraft was destroyed during the forced landing.</p> <p>Investigation found the main fuel filter was approximately half full. The carburetor fuel filter was wet with no significant amount of fuel in the filter cavity. Inspection of the right wing fuel tank revealed a small amount of fuel in the lower rear inboard corner of the tank. The left wing came to rest, inverted, about hte right wing. While rolling the aircraft to expose the top of the left wing, approximately one half pint of fuel ran out of the fuel line from the left tank, which had been cut to facilitate the removal of the pilot. Probing the tank revealed less that a gallon of fuel remaining in the tank.</p> <p>Medical personnel stated that they noticed a definite lack of fuel smell or visible fuel during the removal of the pilot.</p> | | | | | |
| FACTUAL REPORT - AVIATION | | | | | |
| | | | | | Page 1 |

National Transportation Safety Board

FACTUAL REPORT

AVIATION




NTSB ID: CHI93LA250


Occurrence Date: 07/12/1993

Occurrence Type: Accident

Narrative (Continued)

Post-accident examination revealed no evidence of pre-impact mechanical malfunction with airframe, engine or accessories.

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|  National Transportation Safety Board FACTUAL REPORT AVIATION | | NTSB ID: CHI93LA250 | | | |
| | | Occurrence Date: 07/12/1993 | | | |
| | | Occurrence Type: Accident | | | |
| Landing Facility/Approach Information | | | | | |
| Airport Name | Airport ID: | Airport Elevation Ft. MSL | Runway Used 0 | Runway Length | Runway Width |
| Runway Surface Type: | | | | | |
| Runway Surface Condition: | | | | | |
| Type Instrument Approach: NONE | | | | | |
| VFR Approach/Landing: Forced Landing | | | | | |
| Aircraft Information | | | | | |
| Aircraft Manufacturer BELLANCA | | Model/Series 8KCAB | | Serial Number 294-77 | |
| Airworthiness Certificate(s): Acrobatic | | | | | |
| Landing Gear Type: Tailwheel | | | | | |
| Homebuilt Aircraft? No | Number of Seats: 2 | Certified Max Gross Wt. 1800 LBS | Number of Engines: 1 | | |
| Engine Type: Reciprocating | Engine Manufacturer: LYCOMING | Model/Series: AEID-320-E1B | Rated Power: 150 HP | | |
| - Aircraft Inspection Information | | | | | |
| Type of Last Inspection Annual | Date of Last Inspection 01/1993 | Time Since Last Inspection 8 Hours | Airframe Total Time 1262 Hours | | |
| - Emergency Locator Transmitter (ELT) Information | | | | | |
| ELT Installed? Yes | ELT Operated? No | ELT Aided in Locating Accident Site? | | | |
| Owner/Operator Information | | | | | |
| Registered Aircraft Owner LYNNE F. ZIELINSKI | | Street Address 6738 RFD | | | |
| | | City LONG GROVE | State IL | Zip Code 60047 | |
| Operator of Aircraft Same as Reg'd Aircraft Owner | | Street Address Same as Reg'd Aircraft Owner | | | |
| | | City LONG GROVE | State IL | Zip Code 60047 | |
| Operator Does Business As: | | | Operator Designator Code: | | |
| - Type of U.S. Certificate(s) Held: None | | | | | |
| Air Carrier Operating Certificate(s): | | | | | |
| Operating Certificate: | | | Operator Certificate: | | |
| Regulation Flight Conducted Under: Part 91: General Aviation | | | | | |
| Type of Flight Operation Conducted: Personal | | | | | |

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|  <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p> | NTSB ID: CHI93LA250 |
| | Occurrence Date: 07/12/1993 |
| | Occurrence Type: Accident |

First Pilot Information

| | | | | |
|-----------------|-----------------|------------------|--------------------------|-----------|
| Name On File | City On File | State On File | Date of Birth On File | Age 37 |
|-----------------|-----------------|------------------|--------------------------|-----------|

| | | | |
|--------|----------------------|-------------------------------|-----------------------------|
| Sex: F | Seat Occupied: Front | Principal Profession: Unknown | Certificate Number: On File |
|--------|----------------------|-------------------------------|-----------------------------|

Certificate(s): Private

Airplane Rating(s): Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): None

Instructor Rating(s): None

| | |
|--|---------------------------------|
| Type Rating/Endorsement for Accident/Incident Aircraft? No | Current Biennial Flight Review? |
|--|---------------------------------|

| | | |
|------------------------|--|------------------------------------|
| Medical Cert.: Class 3 | Medical Cert. Status: Valid Medical--w/ waivers/lim. | Date of Last Medical Exam: 07/1992 |
|------------------------|--|------------------------------------|

| - Flight Time Matrix | All A/C | This Make and Model | Airplane Single Engine | Airplane Multi-Engine | Night | Instrument | | Rotorcraft | Glider | Lighter Than Air |
|-----------------------|---------|---------------------|------------------------|-----------------------|-------|------------|-----------|------------|--------|------------------|
| | | | | | | Actual | Simulated | | | |
| Total Time | 257 | 42 | 221 | | 12 | | 4 | | 6 | 13 |
| Pilot In Command(PIC) | 165 | 39 | 146 | | 9 | | | | | |
| Instructor | | | | | | | | | | |
| Last 90 Days | 8 | 8 | 8 | | | | | | | |
| Last 30 Days | 8 | 8 | 8 | | | | | | | |
| Last 24 Hours | | | | | | | | | | |

| | | | |
|--------------------|----------------------------|--------------------------|------------------|
| Seatbelt Used? Yes | Shoulder Harness Used? Yes | Toxicology Performed? No | Second Pilot? No |
|--------------------|----------------------------|--------------------------|------------------|

Flight Plan/Itinerary

Type of Flight Plan Filed: None

| | | | | |
|----------------------------|-------------|---------------------------|------------------------|------------------|
| Departure Point KENOSHA | State WI | Airport Identifier ENW | Departure Time 0715 | Time Zone CDT |
|----------------------------|-------------|---------------------------|------------------------|------------------|

| | | | |
|--------------------------|-------------|---------------------------|--|
| Destination ST. JACOB | State IL | Airport Identifier 3K6 | |
|--------------------------|-------------|---------------------------|--|


Type of Clearance: None

Type of Airspace: Class G

Weather Information

Source of Briefing: Flight Service Station

Method of Briefing:

| | |
|--|-----------------------------|
|  <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p> | NTSB ID: CHI93LA250 |
| | Occurrence Date: 07/12/1993 |
| | Occurrence Type: Accident |

Weather Information

| WOF ID | Observation Time | Time Zone | WOF Elevation | WOF Distance From Accident Site | Direction From Accident Site |
|--------|------------------|-----------|---------------|---------------------------------|------------------------------|
| SPI | 0850 | CDT | 597 Ft. MSL | 30 NM | 343 Deg. Mag. |

| | | |
|-----------------------------------|-----------|-------------------------|
| Sky/Lowest Cloud Condition: Clear | 0 Ft. AGL | Condition of Light: Day |
|-----------------------------------|-----------|-------------------------|

| | | | | | |
|----------------------|-----------|----------------|----|------------------|-----|
| Lowest Ceiling: None | 0 Ft. AGL | Visibility: 15 | SM | Altimeter: 29.00 | "Hg |
|----------------------|-----------|----------------|----|------------------|-----|

| | | | |
|--------------------|------------------|---------------------|-----------------------|
| Temperature: 23 °C | Dew Point: 17 °C | Wind Direction: 360 | Density Altitude: Ft. |
|--------------------|------------------|---------------------|-----------------------|

| | | |
|---------------|--------|--|
| Wind Speed: 9 | Gusts: | Weather Conditions at Accident Site: Visual Conditions |
|---------------|--------|--|

| | | | |
|-------------------------|--------------------|----|-------------------------------------|
| Visibility (RVR): 0 Ft. | Visibility (RVV) 0 | SM | Intensity of Precipitation: Unknown |
|-------------------------|--------------------|----|-------------------------------------|

Restrictions to Visibility: None

Type of Precipitation: None

Accident Information

| | | |
|----------------------------|---------------------|--------------------------|
| Aircraft Damage: Destroyed | Aircraft Fire: None | Aircraft Explosion: None |
|----------------------------|---------------------|--------------------------|

Classification: U.S. Registered/U.S. Soil

| - Injury Summary Matrix | Fatal | Serious | Minor | None | TOTAL |
|-------------------------|-------|---------|-------|------|-------|
| First Pilot | | 1 | | | 1 |
| Second Pilot | | | | | |
| Student Pilot | | | | | |
| Flight Instructor | | | | | |
| Check Pilot | | | | | |
| Flight Engineer | | | | | |
| Cabin Attendants | | | | | |
| Other Crew | | | | | |
| Passengers | | | | | |
| - TOTAL ABOARD - | | 1 | | | 1 |
| Other Ground | 0 | 0 | 0 | | 0 |
| - GRAND TOTAL - | 0 | 1 | 0 | | 1 |

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: CHI93LA250

Occurrence Date: 07/12/1993

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

CARL E. DINWIDDIE

Additional Persons Participating in This Accident/Incident Investigation:

BOB THORPE
#3 N. AIRPORT DR., CAPITAL APT
SPRINGFIELD, IL 62708