		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 than 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.

 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					

 <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
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Sex: F	Seat Occupied: Front	Principal Profession: Unknown	Certificate Number: On File
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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?
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Medical Cert.: Class 3	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 07/1992
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- 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
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Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point KENOSHA	State WI	Airport Identifier ENW	Departure Time 0715	Time Zone CDT
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Destination ST. JACOB	State IL	Airport Identifier 3K6	
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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
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Lowest Ceiling: None	0 Ft. AGL	Visibility: 15 SM	Altimeter: 29.00 "Hg
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Temperature: 23 °C	Dew Point: 17 °C	Wind Direction: 360	Density Altitude: Ft.
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Wind Speed: 9	Gusts:	Weather Conditions at Accident Site: Visual Conditions
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Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM	Intensity of Precipitation: Unknown
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Restrictions to Visibility: None

Type of Precipitation: None

Accident Information

Aircraft Damage: Destroyed	Aircraft Fire: None	Aircraft Explosion: None
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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