



U.S. Department
of Transportation
**Federal Aviation
Administration**

Inspector's Report

Accident Number CEN15CA107
Aircraft Registration Number N3320S
Date of Accident January 14, 2015
Date: January 20, 2015

From: Robert D. Nash, Aviation Safety Inspector

On January 14, 2015 at 0912 local time the Wichita FSDO received a call regarding aircraft N3320S stating that this aircraft had landed short and crashed near Dodge City, Kansas airport (KDDC).

I was notified about midmorning and sent to investigate the accident.

I arrived on scene on January 14, 2015 at 1515. I had a brief discussion with Trooper [REDACTED] of the Kansas Highway Patrol (KHP). Trooper [REDACTED] said the pilot admitted he probably ran out of fuel. Trooper [REDACTED] had secured the area and was waiting for me. He said he had taken pictures of the accident. He had requested the pilot's license but was told he did not have it with him. The two passengers were not badly injured and soon left the area in a rent car. The pilot originally thought he was not injured, but later felt unstable. An ambulance was called and he was taken to the hospital. This occurred before I arrived and I was not able to talk with him.

In a written report, the pilot stated he was attempting to land at KDDC and was on final, about mile from the runway. It appears he had crossed over US Highway 400, getting low toward Lariat Road. With no power, low airspeed and not much altitude, the aircraft had plunged through several tall trees near a residential property. The trees apparently broke the momentum, causing the airplane to contact the ground before reaching the road. The airplane came to rest between an abandoned house and a barb wire fence, just missing power lines and poles on Lariat road. An unoccupied house on the property was about 20 feet away from the final impact area. A lived in house near the trees was about 10 yards to the right of the initial strike path through the trees.

By tracing the contact marks through the tree branches the path of the aircraft was visible from the ground. Overgrown ground brush three to five feet tall further broke the impact. The three occupants exited the aircraft and walked away. Emergency personnel examined them all and according to the Kansas Highway Patrol all initially refused treatment.

At impact with the trees, the left wing struck a large branch near the landing light box. The wing tip and landing light box were torn off and lay under the trees. The right horizontal stabilizer and elevator were shredded and mangled but still attached to the airplane. The left stabilizer was wrinkled and crunched into the ground. The left wing was bent and torn near the wing root and folded back under the fuselage. The right wing had a rounded notch from a tree strike, but remained attached to the wing root.

The right wing stood upright as the fuselage laid on its left side on the ground. The entire airplane was tilted slightly nose down. The fuselage was wrinkled and twisted the entire length, popping out the windshield and aft window. The passenger door was laid open toward the front of the airplane.

The engine was mostly detached from the airframe and was lying on the ground in front of the airplane. Both main landing gear were still attached and seemed untouched. The nose gear was extended. The landing gear lever was down. The flaps were set at 20'. The fuel selector valve was selected to the left wing. The three bladed propeller blades were bent from impact but did not show curling or twisting from engine power. There were no propeller strike marks on the ground.

A certificated aircraft mechanic from nearby Dodge City Airport said that he arrived within 15 minutes of the accident. He did not discern any odor of aviation gasoline in the air or on the ground. The left wing was broken open near the wing roots. I opened the airframe gascolator and found it had just enough fuel to fill the bowl. No fuel came out of the disconnected fuel feeder line. At post-crash disassembly, neither wing contained any fuel. It appears the engine was fuel starved. Note: there was no post-crash fire.

A current Aircraft Registration AC Form 8050-3 and an Airworthiness Certificate FAA Form 8100-2 were in the aircraft. It was noted that the original aircraft fire proof identification plate had been removed and was stored in the pocket with these two forms. The pilot's door jamb was not readily accessible for inspection as it was under the airplane. The aircraft model and serial number were painted under the right horizontal stabilizer.

I requested a copy of the report and the pictures taken by the Kansas Highway Patrol.

The KHP Report arrived by mail on February 9, 2015. It included the trooper's report, a witness statement, names of the two passengers and the pilot's statement. The pilot's remarks state that he originally was attempting to land at KDDC runway 32. He experienced engine failure and saw that he would not make it and tried to bank left and land instead on Lariat Road. The aircraft clipped trees and crashed before reaching the road.

One witness in a written statement stated he observed the airplane making so slow a turn that it would not keep its altitude. The airplane slipped into a sharp left bank and crashed.

No pictures were received from Trooper Loafman. However, many pictures were taken on site by the FAA and are available.

It was noticed that the original KHP report # 2015000711 received February 9, 2015 included the pilot's certificate number. During a telephone conversation with Trooper [REDACTED] on February 25, 2015, including ASI [REDACTED], he again said the pilot did not have his license with him at the crash site. This stated information was not included in the original KHP report # 2015000711. The pilot later emailed a picture of the certificate to Trooper [REDACTED]. That email was the source of the license number.

The street crash site location according to Google Earth shows the listed address as about a mile east of the actual site. The street sign says Lariat Rd. Trooper [REDACTED] reconfirmed the address of 3069 Butter and Egg Road as correct. The correct coordinates are 37° 44'48"N 99° 58' 3" W.

In the same telephone conversation with Trooper [REDACTED] on February 9, 2015, he stated that the pilot mentioned he might have run out of gas. This stated information was not included in the original KHP report # 2015000711. Trooper [REDACTED] reconfirmed this information during the telephone conversation on February 9, 2015.

Robert D. Nash
Principal Aviation Safety Inspector

Wichita Flight Standards District Office
[REDACTED]