

16. POWER PLANT MAKE/MODEL/SERIES

LYCOMING O&VO-360 SER

17. PROPELLER MAKE/MODEL/SERIES

SNSNCH 76EM8S5 34648K

33. NARRATIVE

ON MAY 07, 2014 MR. LEO WINGATE (PIC) OF PA-28 N4506W DEPARTED DAYTON, OH BOUND FOR COVINGTON, TN. MR. WINGATE FUELED THE AIRCRAFT TO FULL CAPACITY (APPROX 48 GALLONS). THE PIC DID FILE A FLIGHT PLAN (IFR) TO MEMPHIS, TN. THE WINDS AT COVINGTON AIRPORT AT THE TIME OF THE ACCIDENT WAS 15-17 KNOTS. THE PIC CANCELED THE IFR FLIGHT PLAN WHEN HE WAS APPROXIMATELY 7 MILES FROM COVINGTON AIRPORT. MR. WINGATE RADIOED THE COVINGTON AIRPORT REPORTING THAT HE WAS LOW ON FUEL AND LANDING SHORT OF THE RUNWAY. THE AIRCRAFT'S LEFT WING STRUCK A TREE, CAUSING IT TO SEPARATE FROM THE AIRCRAFT. THE AIRCRAFT CAME TO REST IN A SWAMPY WOODED AREA 3 MILES NE OF COVINGTON AIRPORT. UPON FURTHER INVESTIGATION THERE WAS INDICATION OF FUEL EXHAUSTION. NO POST CRASH FIRE, PROP HAD NO INDICATION OF PRODUCING POWER BEFORE THE AIRCRAFT CRASHED. NO FUEL PRESENT IN EITHER WINGS. NO INDICATION OF FUEL PRESENT NEAR OR AROUND THE CRASH SITE.

43. BRIEF EXPLANATION OF ISSUES INVOLVED

ON MAY 07, 2014 MR. LEO WINGATE (PIC) OF PA-28 N4506W DEPARTED DAYTON, OH BOUND FOR COVINGTON, TN. MR. WINGATE FUELED THE AIRCRAFT TO FULL CAPACITY (APPROX 48 GALLONS). THE PIC DID FILE A FLIGHT PLAN (IFR) TO MEMPHIS, TN. THE WINDS AT COVINGTON AIRPORT AT THE TIME OF THE ACCIDENT WAS 15-17 KNOTS. THE PIC CANCELED THE IFR FLIGHT PLAN WHEN HE WAS APPROXIMATELY 7 MILES FROM COVINGTON AIRPORT. MR. WINGATE RADIOED THE COVINGTON AIRPORT REPORTING THAT HE WAS LOW ON FUEL AND LANDING SHORT OF THE RUNWAY. THE AIRCRAFT CAME TO REST IN A SWAMPY WOODED AREA 3 MILES NE OF COVINGTON AIRPORT. THE PIC MR. WINGATE SUFFERED MASSIVE INJURIES AND WAS AIRLIFTED TO MEMPHIS, TN.