



National Transportation Safety Board Aviation Accident Data Summary

Location:	SPARKS, NV	Accident Number:	LAX95FA029
Date & Time:	11/01/1994, 1306 PST	Registration:	N421WB
Aircraft:	CESSNA 421A	Injuries:	2 Serious, 4 Minor
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE PILOT WAS COMPLETING THE FIRST LEG OF AN IFR FLIGHT IN A MULTI-ENGINE AIRPLANE. AS THE AIRPLANE WAS ESTABLISHED ON FINAL APPROACH, ABOUT 5 MILES FROM THE AIRPORT, THE PILOT ENCOUNTERED VISUAL METEOROLOGICAL CONDITIONS AND CANCELED HIS IFR FLIGHT PLAN. MOMENTS LATER, THE RIGHT ENGINE BEGAN TO SPUTTER AND THEN LOST POWER. THE PILOT SAID THAT HE SWITCHED THE FUEL SELECTOR VALVES TO VARIOUS POSITIONS AND POSITIONED THE FUEL BOOST PUMP TO HIGH-FLOW; HOWEVER, DURING THIS TIME, THE LEFT ENGINE ALSO LOST POWER. THE PILOT ATTEMPTED TO START BOTH ENGINES, BUT WITHOUT SUCCESS. DURING A FORCED LANDING, THE AIRPLANE STRUCK A POLE, THEN CRASHED INTO A CONDOMINIUM. A FIRE ERUPTED, BUT ALL 4 OCCUPANTS SURVIVED THE ACCIDENT. TWO OCCUPANTS IN THE CONDOMINIUM RECEIVED MINOR INJURIES. THE PILOT BELIEVED THAT HE HAD MOVED THE FUEL SELECTOR VALVES TO THE AUXILIARY POSITION FOR ABOUT 1 HOUR DURING FLIGHT; HOWEVER, THE PASSENGERS DID NOT SEE HIM MOVE THE FUEL SELECTORS UNTIL AFTER THE ENGINE(S) LOST POWER. THE RIGHT FUEL SELECTOR HANDLE WAS FOUND BETWEEN THE RIGHT MAIN TANK AND OFF POSITIONS. THE LEFT FUEL SELECTOR WAS DESTROYED BY POST-IMPACT FIRE.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER USE OF THE FUEL SELECTOR AND SUBSEQUENT FUEL STARVATION.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. ALL ENGINES
2. (C) FLUID,FUEL - STARVATION
3. (C) FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

- 4. OBJECT - UTILITY POLE
- 5. OBJECT - RESIDENCE

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	59
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	7000 hours (Total, all aircraft), 65 hours (Total, this make and model), 65 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N421WB
Model/Series:	421A 421A	Engines:	2 Reciprocating
Operator:	KEYS FAMILY LIMITED LIABILITY	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	GTSIO-520-D
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RNO, 4412 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Broken / 7500 ft agl	Wind Speed/Gusts, Direction:	10 knots / 20 knots, 150°
Temperature:	14° C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	PORTLAND, OR (TTD)	Destination:	PALM SPRINGS, CA (PSP)

Airport Information

Airport:	RENO TAHOE INTERNATIONAL (RNO)	Runway Surface Type:	Asphalt
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Serious, 1 Minor	Aircraft Fire:	On-Ground
Ground Injuries:	2 Minor	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	A. D LLORENTE	Adopted Date:	07/26/1995
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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