



National Transportation Safety Board Aviation Accident Data Summary

Location:	CARMEL VALLEY, CA	Accident Number:	LAX95LA233
Date & Time:	07/01/1995, 0945 PDT	Registration:	N8399T
Aircraft:	PIPER PA-28-161	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

WHILE IN THE INITIAL TAKEOFF CLIMB FOR A 10-MILE FLIGHT TO ANOTHER AIRPORT, THE PILOT PERCEIVED A LOSS OF ENGINE POWER AND MANEUVERED TO RETURN TO THE AIRPORT. THE AIRCRAFT HAD INSUFFICIENT ALTITUDE TO REACH THE RUNWAY AND STRUCK POWER LINES WHILE TURNING TOWARDS THE AIRPORT. RESPONDING FIRE DEPARTMENT PERSONNEL REPORTED THAT THE RIGHT WING CONTAINED NO FUEL AND THE LEFT TANK CONTAINED VERY LITTLE FUEL. AN FAA INSPECTOR EXAMINED THE AIRCRAFT AND REPORTED THAT THE RIGHT WING FUEL TANK CONTAINED LESS THAN 1 GALLON, AND THE LEFT TANK CONTAINED ABOUT 5 GALLONS. THE FUEL SELECTOR WAS POSITIONED BETWEEN THE LEFT AND RIGHT TANKS. HE ALSO REPORTED THAT NO FUEL WAS AVAILABLE AT THE CARMEL VALLEY AIRPORT.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: fuel starvation due to the pilot's inadequate preflight preparation in that he failed to position the fuel selector to a tank known to contain fuel.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
4. (C) FUEL SUPPLY - NOT SELECTED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

5. OBJECT - WIRE, TRANSMISSION

Pilot Information

Certificate:	Private	Age:	39
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	116 hours (Total, all aircraft), 37 hours (Total, this make and model), 88 hours (Pilot In Command, all aircraft), 61 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8399T
Model/Series:	PA-28-161 PA-28-161	Engines:	1 Reciprocating
Operator:	ROBERT DAVID LAMVIK	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-D3G
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MRY, 254 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 1700 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 200°
Temperature:	16° C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	(O62)	Destination:	MONTEREY, CA (MRY)

Airport Information

Airport:	CARMEL VALLEY (O62)	Runway Surface Type:	Asphalt
Runway Used:	29	Runway Surface Condition:	Dry; Rough
Runway Length/Width:	1820 ft / 35 ft		

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): JEFF R RICH Adopted Date: 11/30/1995

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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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.