



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	SILVER SPRING, PA	<b>Accident Number:</b>	NYC96LA048
<b>Date &amp; Time:</b>	01/01/1996, 1750 EST	<b>Registration:</b>	N1082P
<b>Aircraft:</b>	Piper PA-23-150	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot rented a multiengine airplane to fly 70 hours during a 3 week period. The pilot and passenger departed, flew a 4.4 hour flight, and refueled with 73 gallons of fuel. The pilot then flew 2 legs that totaled 3.5 hours, and refueled the airplane with 68.9 gallons. Two days later the pilot departed on another leg that lasted 2 hours. After a brief stop, and no refueling, the pilot departed on the accident leg. About 1.5 hours after takeoff, during night IMC, the right engine lost power, followed by the left engine. The pilot received radar vectors to an airport during the emergency descent and did not feather either propeller. The airplane descended clear of the clouds and landed in an open field, 6 miles short of the airport. Examination of the wreckage revealed 3 quarts of fuel in the right wing tanks, and 1 quart of fuel in the left wing tanks. No fuel stains were noted on the fuselage, wings, or ground. The capacity of the airplane's main and auxiliary fuel tanks were measured and verified during the investigation. The engines were removed, test run, and ran normally. The fuel burn during the tests were consistent with the manual. Based upon the average fuel consumption of the previous legs, about 39 gallons of fuel were unaccounted for at the accident scene.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
A loss of engine power as a result of fuel exhaustion.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: CRUISE - NORMAL

### Findings

1. ALL ENGINES
2. (C) FLUID,FUEL - EXHAUSTION

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

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

### Findings

3. LIGHT CONDITION - DARK NIGHT
4. TERRAIN CONDITION - OPEN FIELD

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	21
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	440 hours (Total, all aircraft), 33 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N1082P
<b>Model/Series:</b>	PA-23-150 PA-23-150	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	AIR ONE	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-A1A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	LPN, 403 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 3000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	2° C	<b>Visibility</b>	1.75 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	POUGHKEEPSIE, NY (POU)	<b>Destination:</b>	LYNCHBURG, VA (LYH)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	ROBERT L PEARCE	<b>Adopted Date:</b>	08/20/1996
<b>Investigation Docket:</b>	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 <a href="mailto:pubin@ntsb.gov">pubin@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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