



National Transportation Safety Board Aviation Accident Data Summary

Location:	ALEXANDRIA, MN	Accident Number:	CHI96LA226
Date & Time:	07/01/1996, 1000 CDT	Registration:	N838MM
Aircraft:	Bellanca 17-30 VIKING	Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The airplane's owner hired the flight instructor to give him instruction so he could qualify as pilot-in-command. After about 1 hour of flight an owner-devised fuel tank change alarm sounded. The instructor said he thought the owner had switched the fuel tanks. The instructor was flying the airplane as it entered a base leg for landing when the engine stopped. The instructor selected another fuel tank and the engine would not start. The airplane landed gear up near the runway. The on-scene investigation revealed empty main fuel tanks. The flight had started with an empty left and full right main tank. The fuel tank selector was on the left main tank. The auxiliary fuel tanks were full. The instructor said he gave the owner 6 to 10 minutes of ground instruction regarding flight maneuvers to be performed. He said he did not observe the owner's preflight inspection.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the flight instructor's failure to assure a proper fuel tank selector position. Factors associated with the accident were improper preflight preparation and complacency by the flight instructor.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND(CFI)
2. (F) COMPLACENCY - PILOT IN COMMAND(CFI)
3. (C) FLUID,FUEL - STARVATION
4. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND(CFI)

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

Occurrence #3: WHEELS UP LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	48
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine; Instrument Airplane
Flight Time:	1594 hours (Total, all aircraft), 176 hours (Total, this make and model), 1516 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N838MM
Model/Series:	17-30 VIKING 17-30 VIKI	Engines:	1 Reciprocating
Operator:	RICHARD W. NICHOLSON	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-520-D
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AUX, 1259 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 4700 ft agl	Wind Speed/Gusts, Direction:	12 knots / , 170°
Temperature:	21° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	(AEL)	Destination:	(AEL)

Airport Information

Airport:	CHANDLER FIELD (AEL)	Runway Surface Type:	Asphalt
Runway Used:	22	Runway Surface Condition:	Dry
Runway Length/Width:	4099 ft / 75 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): FRANK S GATTOLIN Adopted Date: 09/19/1996

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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