



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	TUSAYAN, AZ	<b>Accident Number:</b>	LAX97LA060
<b>Date &amp; Time:</b>	12/01/1996, 1036 MST	<b>Registration:</b>	N3566X
<b>Aircraft:</b>	Piper PA-32R-301T	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	5 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On December 1, 1996, at 1036 hours mountain standard time, a Piper PA-32R-301T, N3566X, collided with ground obstructions during a forced landing on a fire service road near the Grand Canyon Airport, Tusayan, Arizona. The forced landing was precipitated by a loss of engine power during cruise. The aircraft incurred substantial damage. The certificated private pilot and the four passengers onboard were not injured. The aircraft was operated by the pilot on a personal cross-country flight from St. George, Utah, to the Grand Canyon Airport. Visual meteorological conditions prevailed at the time and no flight plan was filed for the operation. The flight departed St. George on the day of the accident at an undetermined time.

According to the Federal Aviation Administration Air Traffic Control Tower at Grand Canyon, the pilot called on the radio at 1009 and stated he was inbound to the airport with a low fuel state. Shortly thereafter, the pilot reported that the engine had quit and he would not make the runway. The aircraft landed on forest service road FS328 and collided with trees during the ground roll. In a written statement to responding Coconino County Sheriff's deputies the pilot reported that he "miscalculated the fuel for the duration of the trip and ran out of gas."

Air Transport of Phoenix, Arizona, is the aircraft salvage firm retained by the owner to retrieve the wreckage. The crew who picked up the aircraft were interviewed by telephone. They reported that as they disassembled the aircraft the fuel system was documented to be intact, with only residual fuel in the tanks and lines.

The pilot did not respond to repeated mail and telephone requests for a statement.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Expired	<b>Last FAA Medical Exam:</b>	11/11/1994
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	200 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N3566X
<b>Model/Series:</b>	PA-32R-301T PA-32R-301	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	32R-8029029
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	TSIO-540-S1AD
<b>Registered Owner:</b>	JOHN V. SHELTON	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	CLYDE W. CROWNOVER	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GCN, 6606 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	0854 MST	Direction from Accident Site:	106°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-1° C / -10° C
Precipitation and Obscuration:			
Departure Point:	ST GEORGE, UT (SGU)	Type of Flight Plan Filed:	None
Destination:	(GCN)	Type of Clearance:	VFR
Departure Time:	0000	Type of Airspace:	Class E

## Airport Information

Airport:	GRAND CANYON (GCN)	Runway Surface Type:	
Airport Elevation:	6606 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JEFF RICH
Additional Participating Persons:	JERRY GAVETTE; LAS VEGAS, NV
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 <a href="mailto:pubinq@ntsb.gov">pubinq@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> .