



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	WASHINGTON, DC	<b>Accident Number:</b>	IAD97LA071
<b>Date &amp; Time:</b>	05/02/1997, 0125 EDT	<b>Registration:</b>	N1044P
<b>Aircraft:</b>	Piper PA-23	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot stated that while en route, the right engine lost power. The pilot alerted air traffic control and he was vectored to Dulles International Airport . The pilot stated that he had the airport in sight when the left engine lost power. The pilot notified air traffic control that he was not going to make the runway, and the airplane impacted trees about 1000 feet short of runway 1. The pilot reported that in the course of his flight planning he misread the fuel quantity for the airplane as 108 gallons, which is the quantity for the auxiliary tank configuration. The pilot stated that he failed to catch his mistake until after the accident had occurred.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: total loss of power on both engines due to fuel exhaustion as a result of the pilot's improper fuel consumption calculations.

## Findings

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

### Findings

1. 2 ENGINES
2. (C) FUEL SYSTEM - EXHAUSTION
3. (C) FUEL CONSUMPTION CALCULATIONS - IMPROPER - 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. (F) TERRAIN CONDITION - NONE SUITABLE
5. OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	33
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane; Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1363 hours (Total, all aircraft), 31 hours (Total, this make and model), 589 hours (Pilot In Command, all aircraft), 74 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N1044P
<b>Model/Series:</b>	PA-23 PA-23	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	BELVIDERE AVIATION INC	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-A3B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Night/Bright
<b>Observation Facility, Elevation:</b>	IAD, 313 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 5000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 320°
<b>Temperature:</b>	12°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	LAKE HILLS, IL (3CK)	<b>Destination:</b>	, DC (DCA)

## Airport Information

<b>Airport:</b>	DULLES INTERNATIONAL (IAD)	<b>Runway Surface Type:</b>	Concrete
<b>Runway Used:</b>	1	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	11500 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): BUTCH WILSON Adopted Date: 04/24/1998

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](mailto: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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