



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	MONROE, WA	<b>Accident Number:</b>	SEA98LA068
<b>Date &amp; Time:</b>	05/01/1998, 1500 PDT	<b>Registration:</b>	N5157W
<b>Aircraft:</b>	Piper PA-28-160	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

After the instructor simulated an engine failure by pulling out the mixture control until the engine shut down, the student attempted to maneuver for a landing at a paved private airstrip. Just after turning a close-in final, with the mixture still pulled out almost to the full-lean position, the student raised the aircraft's nose, and the propeller stopped turning. The instructor then returned the mixture control to the full rich position and instructed the student to engage the starter. After two unsuccessful attempts to get the engine to start, the student landed the aircraft in an area where the terrain had been torn up by construction workers. Just after touchdown, the aircraft impacted rough/uneven terrain and sustained substantial damage.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Fuel starvation due to the flight instructor's improper in-flight decision to simulate an engine failure by pulling the mixture control toward the lean position until the engine shut down, and his failure to return the mixture to the rich position until after the aircraft had reached a low altitude and the propeller had stopped turning. Factors include the rough/uneven terrain within the construction area in which the aircraft was landed.

## Findings

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

### Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
2. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
3. (C) FLUID,FUEL - STARVATION

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY LANDING

### Findings

4. (F) TERRAIN CONDITION - CONSTRUCTION AREA
5. (F) TERRAIN CONDITION - ROUGH/UNEVEN

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	26
<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 Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	653 hours (Total, all aircraft), 17 hours (Total, this make and model), 539 hours (Pilot In Command, all aircraft), 185 hours (Last 90 days, all aircraft), 58 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N5157W
<b>Model/Series:</b>	PA-28-160 PA-28-160	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	KEITH S. SUDAC	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-B2B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 270°
<b>Temperature:</b>	24° C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	SNOHOMISH, WA (S43)	<b>Destination:</b>	MONROE, WA (O9S)

## Airport Information

<b>Airport:</b>	FIRSTAIR FIELD (WA38)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	25	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2092 ft / 34 ft		

## 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

Investigator In Charge (IIC): ORRIN K ANDERSON Adopted Date: 07/12/2000

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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