



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	FLOYD, VA	<b>Accident Number:</b>	IAD98LA065
<b>Date &amp; Time:</b>	06/01/1998, 1632 EDT	<b>Registration:</b>	N7794Y
<b>Aircraft:</b>	Piper PA-30	<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

In cruise flight at 10,500 feet, the pilot reported a loss of engine power on one engine and requested vectors to an airport approximately 40 miles away. The controller offered vectors to any of three airports closer to the airplane's position. The pilot declined the offer and repeated his initial request. The airplane subsequently lost power in both engines and crashed approximately 30 miles prior to the requested airport. Examination revealed an undetermined amount of fuel in both outboard auxiliary fuel tanks. Both inboard main fuel tanks contained no evidence of fuel. The cockpit area revealed each fuel selector was in the 'Main' position. The two main tanks held a total of 60 gallons, of which 6 gallons were unusable. Performance charts for the airplane revealed that in cruise flight at 10,500 feet, the airplane consumed approximately 15 gallons of fuel per hour. Examination of the airplane's rental and fueling records revealed the it had flown approximately 4 hours since the last fuel service and had completed at least 5 takeoffs and landings. Examination of the fuel system revealed no defects and both engines ran to rated power in a test cell.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper selection of fuel tank position resulting in fuel starvation of both engines.

## Findings

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

### Findings

1. ALL ENGINES
2. (C) FLUID,FUEL - STARVATION
3. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

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

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	44
<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>	None
<b>Flight Time:</b>	801 hours (Total, all aircraft), 589 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N7794Y
<b>Model/Series:</b>	PA-30 PA-30	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	LEONARD M. LANCASTER	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-320
<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>	Day
<b>Observation Facility, Elevation:</b>	PSK, 2120 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	12 knots / 15 knots, 320°
<b>Temperature:</b>	26° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CONCORDE, NC (3N8)	<b>Destination:</b>	LEWISBURG, WV (LWB)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Serious	<b>Aircraft Damage:</b>	Destroyed
<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>	BRIAN C RAYNER	<b>Adopted Date:</b>	03/30/2000
<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: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> .		

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