



National Transportation Safety Board Aviation Accident Final Report

Location:	SIEBERT, CO	Accident Number:	DEN92LA011
Date & Time:	12/01/1991, 2030 MST	Registration:	N3745A
Aircraft:	PIPER PA-22-135	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING CRUISE FLIGHT, THE RIGHT FUEL TANK RAN DRY AND THE ENGINE QUIT RUNNING. THE PILOT SWITCHED TO THE LEFT TANK, BUT THE ENGINE WOULD NOT RESTART, DUE TO THE VENT IN THE TANK FILLER CAP BEING PLUGGED. A FORCED LANDING WAS MADE TO ROUGH UP SLOPE TERRAIN IN LOW LIGHT CONDITIONS. DURING THE LANDING, THE LANDING GEAR COLLAPSED AND THE AIRCRAFT FLIPPED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: TOTAL LOSS OF ENGINE POWER DUE TO A PLUGGED VENT IN THE TANK FILLER CAP, RESULTING IN FUEL STARVATION. FACTORS RELATED TO THE ACCIDENT WERE: DARKNESS AND THE LACK OF SUITABLE TERRAIN FOR A FORCED LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FUEL SYSTEM,VENT - BLOCKED(TOTAL)
2. (C) FLUID,FUEL - STARVATION

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

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

3. (F) LIGHT CONDITION - DARK NIGHT
4. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/15/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	473 hours (Total, all aircraft), 473 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3745A
Model/Series:	PA-22-135 PA-22-135	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	22-1988
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-290-D2
Registered Owner:	BOLTON, CHRIS A./JEANNE C.	Rated Power:	135 hp
Operator:	BOLTON, CHRIS A./JEANNE C.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	18 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	295°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	MEDFORD, OR (OK68)	Type of Flight Plan Filed:	VFR
Destination:	FT COLLINS, CO (FNL)	Type of Clearance:	VFR
Departure Time:	1715 MST	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	NORMAN F WIEMEYER	Report Date:	05/27/1993
Additional Participating Persons:	HAROLD CHURCHMAN; DENVER, CO		
Publish Date:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).