



National Transportation Safety Board Aviation Accident Final Report

Location:	PETERSBURG, VA	Accident Number:	BFO90LA019
Date & Time:	01/03/1990, 1630 EST	Registration:	N33685
Aircraft:	PIPER PA-28R-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation -

Analysis

THE PURPOSE OF THE FLIGHT WAS TO CHECK THE PERFORMANCE OF THE NEWLY INSTALLED/OVERHAULED ENGINE. BEFORE TAKEOFF, THE ENGINE WAS RUN FOR ABOUT AN HOUR & NO PROBLEMS WERE FOUND. THE PILOT AND THE MECHANIC/PASSENGER REPORTED THAT DURING THE INITIAL CLIMB AFTER TAKEOFF, THE FUEL PRESSURE DROPPED & THE ENGINE LOST POWER. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING AN EMERGENCY LANDING IN A FIELD. REPORTEDLY, THE PILOT DID NOT CHANGE THE POSITION OF THE FUEL SELECTOR AFTER THE ENGINE LOST POWER. A POST ACCIDENT EXAMINATION & OPERATIONAL CHECK OF THE ENGINE REVEALED NO FUEL CONTAMINATION OR MECHANICAL MALFUNCTION. DURING THE CHECK, THE FUEL SELECTOR WAS MOVED TO THE OFF POSITION WHILE THE ENGINE WAS RUNNING & THE ENGINE POWER WAS LOST ABOUT 15 SECONDS LATER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL STARVATION AND IMPROPER USE OF EMERGENCY PROCEDURES (FUEL SELECTOR) BY THE PILOT.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FLUID,FUEL - STARVATION

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

Findings

2. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/09/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1599 hours (Total, all aircraft), 100 hours (Total, this make and model), 1450 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N33685
Model/Series:	PA-28R-200 PA-28R-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28R7535719
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	10/05/1989, Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	1 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4102 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-C1C
Registered Owner:	AIR CHESTERFIELD	Rated Power:	200 hp
Operator:	AIR CHESTERFIELD, INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	KUEA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ROA, 168 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1550 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13° C / -3° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1620 EST	Type of Airspace:	Class G

Airport Information

Airport:	PETERSBURG MUNI (PTB)	Runway Surface Type:	Asphalt
Airport Elevation:	194 ft	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DENNIS L JONES	Report Date:	06/28/1991
Additional Participating Persons:	JOHN DOSTAL; RICHMOND, VA		
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 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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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](#).