



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|-----------------------------|-------------------------|------------|
| Location: | PETERSBURG, VA | Accident Number: | BFO90LA019 |
| Date & Time: | 01/03/1990, 1630 EST | Registration: | N33685 |
| Aircraft: | PIPER PA-28R-200 | 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

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

Pilot Information

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|----------------------------------|--|------------------------------|----------|
| Certificate: | Commercial | Age: | 55 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| 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

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|---------------------------------------|-----------------------------|-----------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N33685 |
| Model/Series: | PA-28R-200 PA-28R-200 | Engines: | 1 Reciprocating |
| Operator: | AIR CHESTERFIELD, INC. | Engine Manufacturer: | LYCOMING |
| Operating Certificate(s) Held: | None | Engine Model/Series: | IO-360-C1C |
| Flight Conducted Under: | Part 91: General Aviation - | | |

Meteorological Information and Flight Plan

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|---|---------------------|-------------------------------------|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | ROA, 168 ft msl | Weather Information Source: | Witness |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | 9 knots / , 220° |
| Temperature: | 13°C | Visibility | 10 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | Destination: | | |

Airport Information

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|-----------------------------|-----------------------|----------------------------------|---------|
| Airport: | PETERSBURG MUNI (PTB) | Runway Surface Type: | Asphalt |
| Runway Used: | 23 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 5000 ft / 150 ft | | |

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): DENNIS L JONES

Adopted Date: 06/28/1991

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.