



National Transportation Safety Board Aviation Accident Data Summary

Location:	SEDONA, AZ	Accident Number:	LAX90LA160
Date & Time:	05/01/1990, 1250 MST	Registration:	N7946Y
Aircraft:	PIPER PA30	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE AIRCRAFT'S RIGHT ENGINE FAILED WHILE THE PILOT WAS ON A CROSS COUNTRY FLIGHT. THE PILOT ASSUMED THE ENGINE WAS PRODUCING SOME POWER AND DID NOT ATTEMPT TO RESTART OR SECURE THE ENGINE OR FEATHER THE PROPELLER. HE DIVERTED THE FLIGHT TO A NEARBY AIRPORT FOR LANDING AND WHILE ON THE DOWNWIND LEG THE LEFT ENGINE FAILED. THE PILOT TURNED TOWARDS THE RUNWAY AND IMPACTED THE GROUND ON THE RUNWAY. THE IMPACT SHEARED THE LANDING GEAR. THE FUEL SELECTORS WERE POSITIONED TO THE AUX TANKS, WHICH WERE FOUND TO BE EMPTY.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S MISMANAGEMENT OF THE FUEL SYSTEM.

Findings

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

Findings

1. (F) FLUID,FUEL - STARVATION
2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. (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: LANDING - FLARE/TOUCHDOWN

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	35
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	
Flight Time:	1589 hours (Total, all aircraft), 17 hours (Total, this make and model), 1402 hours (Pilot In Command, all aircraft), 160 hours (Last 90 days, all aircraft), 135 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7946Y
Model/Series:	PA30 PA30	Engines:	2 Reciprocating
Operator:	HAAF, TOM	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-320-C1A
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	9 knots / , 200°
Temperature:	-18° C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	SANTA MONICA, CA (SMO)	Destination:	DALHART, TX (2E1)

Airport Information

Airport:	SEDONA (SEZ)	Runway Surface Type:	Asphalt
Runway Used:	3	Runway Surface Condition:	Dry
Runway Length/Width:	5131 ft / 75 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): JAMES A WALL

Adopted Date: 11/23/1992

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.