



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	HAMILTON, MT	<b>Accident Number:</b>	DEN88LA197
<b>Date &amp; Time:</b>	09/02/1988, 1300 MDT	<b>Registration:</b>	N9436P
<b>Aircraft:</b>	PIPER PA-24-260C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PRIVATE PLT WAS DESCENDING TO THE DESTINATION ARPT AT THE CONCLUSION OF A 3.5 HR X-COUNTRY FLIGHT. THE PLT SAID HE SELECTED THE RIGHT MAIN FUEL TANK AND FLEW UNTIL THE 'FUEL WAS LOW TO THE POINT OF EXHAUSTION.' DURING A RIGHT TURN, WITH THE GEAR EXTENDED, THE ENGINE LOST POWER. ALL SUBSEQUENT EFFORTS TO RESTORE POWER FAILED. THE PLT ATTEMPTED TO GLIDE TO THE AIRPORT, AND RETRACTED THE LANDING GEAR, BUT WAS FORCED TO LAND IN A FIELD SHORT OF THE RUNWAY. THE ACFT IMPACTED WHEELS UP, AND SKIDDED 60 YARDS PRIOR TO COMING TO REST. THE PLT FELT THAT THE ELECTRIC FUEL BOOST PUMP FAILED TO PROVIDE FUEL FAST ENOUGH AND CONTRIBUTED TO THE ACCIDENT. A POST ACCIDENT INSPECTION BY AN FAA INSPECTOR FAILED TO REVEAL ANY PRE-ACCIDENT FAILURE OR MALFUNCTION. NO FUEL WAS FOUND IN THE RIGHT MAIN TANK.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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

### Findings

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

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

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Occurrence #3: GEAR NOT EXTENDED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

3. GEAR RETRACTION - INTENTIONAL - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	05/07/1987
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	493 hours (Total, all aircraft), 200 hours (Total, this make and model), 450 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N9436P
<b>Model/Series:</b>	PA-24-260C PA-24-260C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-4944
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	08/28/1988, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	3200 lbs
<b>Time Since Last Inspection:</b>	3 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1295 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TIO-540-R1A5
<b>Registered Owner:</b>	KEN A. FRANCE	<b>Rated Power:</b>	260 hp
<b>Operator:</b>	KEN A. FRANCE	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
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	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29° C
Precipitation and Obscuration:			
Departure Point:	CONCORD, CA (CCR)	Type of Flight Plan Filed:	None
Destination:	(6S5)	Type of Clearance:	None
Departure Time:	0845 PDT	Type of Airspace:	Class G

## 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):	ROBERT B COLLINS	Report Date:	10/02/1989
Additional Participating Persons:	EARL WEBB; HELENA, MT		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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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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](#).