



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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

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

## Findings

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

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

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

### Findings

3. GEAR RETRACTION - INTENTIONAL - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	KEN A. FRANCE	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TIO-540-R1A5
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	29° C	<b>Visibility</b>	30 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CONCORD, CA (CCR)	<b>Destination:</b>	(655)

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	ROBERT B COLLINS	<b>Adopted Date:</b>	10/02/1989
<b>Investigation Docket:</b>	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:pubin@ntsb.gov">pubin@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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