



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	LANAI, HI	<b>Accident Number:</b>	LAX87LA322
<b>Date &amp; Time:</b>	09/01/1987, 1450 HST	<b>Registration:</b>	N37808
<b>Aircraft:</b>	Government Aircraft Fact (GAF) NOMAD 24A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

WHEN THE FLT WAS APRX 15 MI WEST OF LANAI ON A CARGO FLT FROM HONOLULU TO HILO, HI, THE PLT OBSERVED THE FUEL GAUGES OSCILLATING ERRATICALLY TOWARD THE LOW SIDE. HE DIVERTED TOWARD LANAI TO REFUEL. HOWEVER, WHEN THE FLT WAS ABT 9 MI WESTOF LANAI, THE LEFT ENG FLAMED OUT. THE PLT FEATHERED THE LEFT ENG, BUT SHORTLY THEREAFTER (ABOUT 2 MI WEST OF LANAI), THE RIGHT ENG FLAMED OUT. WITH BOTH PROPS FEATHERED, HE ELECTED TO LAND ON AN UPWARD SLOPING ROAD. DURING THE LANDING ROLL, THE PLANE'S LEFT WING TIP STRUCK A SIGNPOST & A DIRT BANK WHICH CAUSED THE PLANE TO PIVOT FURTHER LEFT & NOSE INTO THE EMBANKMENT. NO FUEL OR FUEL LEAKAGE WAS FOUND DURING A POST-ACDNT EXAM. WHEN 1ST CHECKED, THE LEFT OUTBOARD FUEL GAUGE INDCD 70 TO 80 LBS OF FUEL REMAINING. LATER, BOTH LEFT FUEL GAUGES HAD ZERO READINGS. THE RGT OUTBOARD & INBOARD FUEL GAUGES INDCD 25 & 20 LBS, RESPECTIVELY.

## 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: CRUISE - NORMAL

### Findings

1. ALL ENGINES
  2. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
  4. (C) FLUID,FUEL - EXHAUSTION
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

5. (F) OBJECT - SIGN
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Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

6. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	02/01/1987
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	20100 hours (Total, all aircraft), 35 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Government Aircraft Fact (GAF)	<b>Registration:</b>	N37808
<b>Model/Series:</b>	NOMAD 24A NOMAD 24A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	N24A-99F
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	08/28/1987, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	9450 lbs
<b>Time Since Last Inspection:</b>	24 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	996 Hours	<b>Engine Manufacturer:</b>	ALLISON
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	250-B17C
<b>Registered Owner:</b>	HUGHES CORPORATION	<b>Rated Power:</b>	385 hp
<b>Operator:</b>	INTER ISLAND AIR	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	ITIA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LNY, 0 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1400 HST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27° C
Precipitation and Obscuration:			
Departure Point:	HONOLULU, HI (HNL)	Type of Flight Plan Filed:	None
Destination:	HILO, HI	Type of Clearance:	VFR
Departure Time:	1400 HST	Type of Airspace:	Class E

## Airport Information

Airport:	LANAI (LNY)	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	A. D LLORENTE	Report Date:	04/24/1989
Additional Participating Persons:	PATRICIA M ORCUTT; HONOLULU, HI		
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:pubinq@ntsb.gov">pubinq@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](#).