



National Transportation Safety Board Aviation Accident Data Summary

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

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 WEST OF 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

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: 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
-

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

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

Findings

5. (F) OBJECT - SIGN

Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

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

Pilot Information

Certificate:	Airline Transport	Age:	60
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	20100 hours (Total, all aircraft), 35 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Government Aircraft Fact (GAF)	Registration:	N37808
Model/Series:	NOMAD 24A NOMAD 24A	Engines:	2 Turbo Prop
Operator:	INTER ISLAND AIR	Engine Manufacturer:	ALLISON
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	250-B17C
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LNY, 0 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	27° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	HONOLULU, HI (HNL)	Destination:	HILO, HI

Airport Information

Airport:	LANAI (LNY)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

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

Latitude, Longitude:

Administrative Information

Investigator In Charge (IIC): A. D LLORENTE Adopted Date: 04/24/1989

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.