



National Transportation Safety Board Aviation Accident Final Report

Location:	WILLISTON, ND	Accident Number:	DEN86LA182
Date & Time:	07/02/1986, 0900 CDT	Registration:	N7131Z
Aircraft:	PIPER PA-25-235	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

DURING THE TELEPHONE INTERVIEW, THE PLT STATED THE ENG OF HIS CROP DUSTER QUIT DUE TO FUEL EXHAUSTION AND A FORCED LANDING WAS MADE.

Probable Cause and Findings

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: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) FUEL SUPPLY - EXCEEDED - PILOT IN COMMAND

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

3. TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	27, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/01/1986
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	910 hours (Total, all aircraft), 650 hours (Total, this make and model), 800 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7131Z
Model/Series:	PA-25-235 PA-25-235	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	25-2949
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	04/01/1986, Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	60 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4283 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-540-B2B5
Registered Owner:	WES;EU D. MARBURGER	Rated Power:	235 hp
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:	AERO SPRAYING SERVICE, INC.	Operator Designator Code:	

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	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	2 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21° C / 18° C
Precipitation and Obscuration:			
Departure Point:	WILLISTON, ND (24U)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0800 CDT	Type of Airspace:	Airport Advisory Area

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):	RONALD E MICKLE	Report Date:	
Additional Participating Persons:	FRED CLARK; FARGO, ND		
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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).