



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Carson City, NV	<b>Accident Number:</b>	LAX01LA299
<b>Date &amp; Time:</b>	09/01/2001, 1953 PDT	<b>Registration:</b>	N9199W
<b>Aircraft:</b>	Piper PA-28-235	<b>Injuries:</b>	3 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

As the airplane returned to the airport after a local flight at twilight, the pilot completed the landing checklist as the airplane approached the 45-degree leg. The pilot intended to move the fuel selector handle from the right tip tank position, across two intermediate tank positions, to the left tip tank position. The next position further to the left is the "off" position, which is guarded by a spring-loaded mechanical stop. In the wreckage the mechanical stop was found attached to a plastic cover over the fuel selector; however, the cover was broken from the selector handle assembly. Because of turbulent flight conditions, the pilot entered the downwind leg at the uncontrolled airport about 1,000 feet high and descended on extended downwind leg at near idle power. When he advanced the throttle to arrest the airplane's descent on extended base leg, there was no response from the engine. The fuel pressure read "zero." He attempted to restart the engine and switched the fuel selector to another tank position; however, insufficient altitude remained to afford sufficient time to restart the engine. The aircraft impacted a tree and crashed in the back yard of a residence, striking an occupant of the residence who was in the yard. The morning after the accident there was no fuel in the fuel lines forward of the firewall; however, the aircraft had been inverted overnight. About 2.5 ounces of fuel was found in the carburetor float bowl. When the fuel selector handle was positioned between tanks, the investigation showed each of the adjacent ports was about 10-percent open. Examination of the airplane revealed the annual inspection was 1-month overdue; however, it did not reveal any evidence of preimpact mechanical failure.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's incorrect setting of the fuel selector valve during the prelanding checklist to a position between usable tanks, resulting in fuel starvation.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

### Findings

1. WEATHER CONDITION - TURBULENCE
2. LIGHT CONDITION - DUSK
3. MAINTENANCE,ANNUAL INSPECTION - OVERDUE
4. (C) FUEL TANK SELECTOR POSITION - INCORRECT - PILOT IN COMMAND
5. FUEL SUPPLY - NOT AVAILABLE

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

6. TERRAIN CONDITION - RESIDENTIAL AREA

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45
<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>	None
<b>Flight Time:</b>	310 hours (Total, all aircraft), 145 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N9199W
<b>Model/Series:</b>	PA-28-235	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Kevin V. Jensen	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-540-B4B5
<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>	Dusk
<b>Observation Facility, Elevation:</b>	RNO, 4412 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	15 knots / 20 knots, 280°
<b>Temperature:</b>	27° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Carson City, NV (CXP)	<b>Destination:</b>	

### Airport Information

<b>Airport:</b>	Carson (CXP)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	27	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5900 ft / 75 ft		

### Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): RICHARD PARKER

Adopted Date: 05/28/2002

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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