



National Transportation Safety Board Aviation Accident Data Summary

Location:	Prescott, AZ	Accident Number:	LAX02LA036
Date & Time:	12/01/2001, 1930 MST	Registration:	N7213P
Aircraft:	Piper PA-24-250	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

After flying for 2 hours the airplane arrived at the destination airport. Upon entering the traffic pattern the left seated pilot performed a prelanding check. However, he did not reposition the fuel tank selector from the nearly empty right auxiliary fuel tank to a main tank. Seconds after turning onto the final approach leg, the pilot performed another prelanding check. Again, he did not reposition the fuel tank selector away from the right auxiliary tank. Seconds thereafter, the engine sputtered and lost all power. The pilot then tried to reposition the fuel tank selector, but the pilot-rated passenger had already accomplished that task. Engine power was restored just prior to the airplane impacting a berm, about 500 feet short of the runway. The left seated pilot held commercial and certified flight instructor certificates. He had about 612 total flight hours including 32 hours in Comanches. The right seated pilot-rated passenger also held commercial and certified flight instructor certificates. He had about 1,740 total flight hours, including 40 hours in Comanches. The subsequent airplane examination revealed that the left auxiliary fuel tank and the two main tanks jointly contained a total of 50 gallons of fuel. The right auxiliary fuel tank was dry.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Fuel starvation on final approach due to the pilot's fuel mismanagement, and his inattentiveness in following established prelanding procedures.

Findings

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

Findings

1. (F) FUEL MANAGEMENT - IMPROPER - PILOT IN COMMAND
 2. (F) PROCEDURES/DIRECTIVES - INATTENTIVE - PILOT IN COMMAND
 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

4. (C) FLUID,FUEL - STARVATION
 5. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND
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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

6. TERRAIN CONDITION - BERM

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	27
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Airplane Single-engine; Helicopter
Flight Time:	612 hours (Total, all aircraft), 32 hours (Total, this make and model), 457 hours (Pilot In Command, all aircraft), 63 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	27
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine; Instrument Airplane
Flight Time:	1740 hours (Total, all aircraft), 40 hours (Total, this make and model), 1524 hours (Pilot In Command, all aircraft), 149 hours (Last 90 days, all aircraft), 48 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7213P
Model/Series:	PA-24-250	Engines:	1 Reciprocating
Operator:	Matthew T. Jones	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-540-A1D5
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	PRC, 5045 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 10000 ft agl	Wind Speed/Gusts, Direction:	4 knots / , 180°
Temperature:	5°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	LOS ANGELES, CA (WHP)	Destination:	Prescott (PRC)

Airport Information

Airport:	Ernest A. Love Field (PRC)	Runway Surface Type:	Asphalt
Runway Used:	21R	Runway Surface Condition:	Dry
Runway Length/Width:	4846 ft / 60 ft		

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	34.654444, -112.419722		

Administrative Information

Investigator In Charge (IIC):	WAYNE POLLACK	Adopted Date:	10/23/2002
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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