



National Transportation Safety Board Aviation Accident Data Summary

Location:	San Simeon, CA	Accident Number:	LAX02LA077
Date & Time:	02/03/2002, 1128 PST	Registration:	N34NL
Aircraft:	Beech T-34B/D-45	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane lost engine power during cruise, made an emergency landing, and collided with a fence. The pilot conducted a preflight of the airplane and noted that the left and right fuel tanks were filled to the "caps." He noted no discrepancies with the airplane or fuel system during the preflight inspection. After flying for about 2 hours the airplane experienced a complete loss of engine power. While established on final for a road, he discovered that he was unable to slow down enough to avoid oncoming traffic and maneuvered the airplane to the right of the road. The left gear contacted the asphalt and the airplane continued through a cattle fence, collapsing the nose landing gear. U.S. Navy search and rescue personnel responded to the accident site, and noted that there was no fuel in the fuel tanks. The pilot did not have the fuel valve open during preflight. He was only able to get a small sample of fuel from the low point drain (LPD), which was the residual fuel in the lines from the previous flight. The pilot inadvertently locked the LPD in the up (open) position during preflight, which would result in fuel leaking from the airplane once he turned the fuel valve on.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate preflight of the airplane in which he failed to close the fuel drain resulting in a fuel leak and fuel exhaustion.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FUEL SYSTEM,DRAIN - OPEN
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLUID,FUEL - LEAK
4. (C) FLUID,FUEL - EXHAUSTION

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

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

Findings

5. TERRAIN CONDITION - ROUGH/UNEVEN

6. OBJECT - FENCE

Pilot Information

Certificate:	Private	Age:	35
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	220 hours (Total, all aircraft), 13 hours (Total, this make and model), 122 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N34NL
Model/Series:	T-34B/D-45	Engines:	1 Reciprocating
Operator:	NAS Lemoore Navy Flying Club	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	O-470
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PRB, 836 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	3 knots / , 320°
Temperature:	7° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Lemoore, CA (NLC)	Destination:	(NLC)

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:	36.000000, -119.000000		

Administrative Information

Investigator In Charge (IIC): TEALEYE C CORNEJO

Adopted Date: 06/30/2004

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/>.

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