



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Granbury, TX	<b>Accident Number:</b>	DFW05LA026
<b>Date &amp; Time:</b>	12/01/2004, 1420 CST	<b>Registration:</b>	N7706P
<b>Aircraft:</b>	Piper PA-24-250	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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On December 1, 2004, approximately 1420 central standard time, a Piper PA-24-250 single-engine airplane, N7706P, was substantially damaged during a forced landing following a loss of engine power during takeoff initial climb from the Pecan Plantation Airport (OTX1), near Granbury, Texas. The commercial pilot, sole occupant of the airplane, was seriously injured. The airplane was registered to and operated by the pilot. Visual meteorological conditions prevailed and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 business flight. The cross-country flight was originating at the time of the accident and was destined for the Grayson County Airport (GYI), near Sherman, Texas.

The 4,500-hour pilot reported in the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) that he departed from Runway 18 with the left main fuel tank selected. At an altitude of approximately 200 feet above ground level, the engine "lost power." The pilot immediately verified that the electric fuel pump was turned on and mixture was set to rich. The pilot then switched to the right main fuel tank before switching back to the left main fuel tank. The pilot initiated a forced landing to a field approximately 1/2 mile south of the airport within a residential area. During the descent, the airplane struck trees approximately 35 feet in height before impacting terrain. The airplane came to rest in the upright position approximately 180 degrees from the original direction of travel.

The pilot further reported that earlier in the morning, he had requested that the local Fixed Base Operator (FBO) at GYI pull the airplane out of the hangar and top off with 100 Low Lead aviation fuel. Upon arriving at GYI, the pilot had realized the airplane had not been refueled. The pilot stated that he was running late and elected to have the FBO only fill the left and right auxiliary fuel tanks. After refueling, he noted that the right main fuel tank and left and right auxiliary fuel tanks were full and there were "only a few gallons" in the left wing fuel tank. After departure from GYI, the pilot stated he selected the right auxiliary fuel tank for the flight, and then selected the left main fuel tank prior to landing at OTX1.

The pilot added that this was the first time he had ever refueled the airplane without topping off both main wing tanks, and subconsciously thought the left main fuel tank was full prior to departure.

Examination of the airplane by the Federal Aviation Administration (FAA) inspector revealed the outboard portion of the right wing was crushed upwards and aft. The trailing edge of the left wing was wrinkled near the wing root. The fuselage was wrinkled aft of the baggage compartment to the empennage. The landing gear was observed in the retracted position. The Lycoming O-540-A1D5 engine remained attached to its mounts, and the firewall was bent. Two of the three propeller blades were crushed aft. One propeller blade was free of damage. No visible fuel was found in the left main fuel tank, but fuel was observed in the right main fuel tank and left and right auxiliary fuel tanks. During the aircraft recovery, the recovery company reported they had drained approximately four tablespoons of fuel out of the left fuel tank.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/28/2004
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	03/14/2003
<b>Flight Time:</b>	4500 hours (Total, all aircraft), 720 hours (Total, this make and model), 4350 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N7706P
<b>Model/Series:</b>	PA-24-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-2918
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	04/14/2004, Annual	<b>Certified Max Gross Wt.:</b>	2900 lbs
<b>Time Since Last Inspection:</b>	61.3 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3566.2 Hours as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-540-A1D5
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	250 hp
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GDJ, 778 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	1425 CST	Direction from Accident Site:	290°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 16 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	15° C / -3° C
Precipitation and Obscuration:			
Departure Point:	Granbury, TX (OTX1)	Type of Flight Plan Filed:	None
Destination:	Sherman, TX (GYI)	Type of Clearance:	None
Departure Time:	1420 CST	Type of Airspace:	Class E

## Airport Information

Airport:	Pecan Plantation Airport (OTX1)	Runway Surface Type:	Asphalt
Airport Elevation:	710 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3500 ft / 50 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	32.353889, -97.676389

## Administrative Information

Investigator In Charge (IIC):	Hector R Casanova
Additional Participating Persons:	Dale Johnson; Federal Aviation Administration; Fort Worth, TX
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .