



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Analysis

The 4,500-hour pilot reported that he during takeoff initial climb, the airplane experienced a loss of engine power at an altitude of approximately 200 feet above ground level. The pilot immediately initiated a forced landing to a field, while verifying the fuel pump was on and the mixture was rich. The pilot stated that he "thought the left fuel tank was full" of fuel prior to departure. Examination of the airplane by a Federal Aviation Administration inspector revealed there was no visible fuel was found in the left main fuel tank, but fuel was observed in the right main fuel tank, left and right auxiliary fuel tanks. During the recovery process, the recovery crew drained approximately four tablespoons of fuel from the left wing.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power due to fuel starvation. Contributing factors were the pilot's inadequate preflight planning/preparation, and the lack of suitable terrain for the forced landing.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) FLUID,FUEL - STARVATION
2. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

### Findings

3. OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY DESCENT/LANDING

### Findings

4. TERRAIN CONDITION - NONE SUITABLE

5. TERRAIN CONDITION - GROUND

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	62
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-540-A1D5
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	GDJ, 778 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	11 knots / 16 knots, 170°
<b>Temperature:</b>	15° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Granbury, TX (OTX1)	<b>Destination:</b>	Sherman, TX (GYI)

## Airport Information

<b>Airport:</b>	Pecan Plantation Airport (OTX1)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	18	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3500 ft / 50 ft		

## Wreckage and Impact Information

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

## Administrative Information

**Investigator In Charge (IIC):** Hector R Casanova

**Adopted Date:** 02/24/2005

**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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