



National Transportation Safety Board Aviation Accident Data Summary

Location:	Opelousas, LA	Accident Number:	DFW08LA130
Date & Time:	05/02/2008, 1900 CDT	Registration:	N4515Z
Aircraft:	Piper PA-22-108	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The commercial pilot was maneuvering around weather, destined for his home airport, when the engine lost power due to exhaustion of the right fuel tank. While attempting to change from the right tank to the left tank the fuel selector became impeded by a loose screw on the fuel placard. The pilot attempted to switch tanks several times before committing to a forced landing. The pilot successfully landed the airplane in a wheat field. During the landing roll out, the nose gear contacted a rut resulting in damage to the nose gear and subsequently allowed the airplane to nose over coming to rest in the inverted position.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Loss of engine power due to starvation of the right fuel tank and the inability to select the left fuel tank. Contributing to airplane damage was the hidden obstruction in the field selected for the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE

Findings

1. (C) FUEL SYSTEM,SELECTOR/VALVE - LOOSE PART/BOLT/NUT/CLAMP/ETC

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. TERRAIN CONDITION - CROP

Occurrence #3: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)

Pilot Information

Certificate:	Commercial	Age:	79
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	4000 hours (Total, all aircraft), 450 hours (Total, this make and model), 3500 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Piper	Registration:	N4515Z
Model/Series:	PA-22-108	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-320
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	LFT	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	11 knots/ 16 knots, 170°
Temperature:	25°C / 21°C	Visibility	8 Miles
Precipitation and Obscuration:			
Departure Point:	MC COMB, MS (MCB)	Destination:	OPELOUSAS, LA (OPL)

Airport Information

Airport:		Runway Surface Type:	
Runway Used:	NA	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC): Jason Aguilera

Adopted Date: 07/30/2008

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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