



National Transportation Safety Board Aviation Accident Data Summary

Location:	Alabaster, AL	Accident Number:	ERA14LA083
Date & Time:	01/01/2014, 1420 CST	Registration:	N351AE
Aircraft:	BELLANCA 17-30A	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that, while en route on the approximate 11-mile flight, the engine began to “stumble” and run roughly. The pilot activated the fuel boost pump, but, shortly thereafter, the engine experienced a total loss of power. The pilot subsequently maneuvered the airplane toward the backyard of a residence. The airplane impacted trees and came to rest inverted, which resulted in substantial damage to the airplane. Postaccident examination of the airplane revealed that the right main fuel tank contained about 10.5 gallons of fuel. About 0.5 gallon of fuel was drained from the left main fuel tank. The auxiliary fuel tank contained no fuel, and the gascolator was absent of fuel. The engine-driven fuel pump line and return fuel line were absent of fuel. Postaccident examination of the engine revealed no anomalies. During a test run, the engine started on the first attempt, accelerated smoothly, and advanced through all power settings with no anomalies observed. Although the airplane’s fuel selector was found set to the right main tank position during postaccident examination, based on the lack of fuel in the fuel lines and gascolator, it is likely that it was set to the left main or the auxiliary fuel tank during the flight and moved to the right main tank position just before or after impact.

Flight Events

Enroute - Loss of engine power (total)
Emergency descent - Off-field or emergency landing
Emergency descent - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot’s improper fuel management, which resulted in a total loss of engine power due to fuel starvation.

Findings

Aircraft-Fluids/misc hardware-Fluids-Fuel-Fluid management - C
Aircraft-Fluids/misc hardware-Fluids-Fuel-Fluid level - C
Personnel issues-Task performance-Use of equip/info-Use of equip/system-Pilot - C

Pilot Information

Certificate:	Private	Age:	49
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	656 hours (Total, all aircraft), 120 hours (Total, this make and model), 656 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BELLANCA	Registration:	N351AE
Model/Series:	17-30A	Engines:	1 Reciprocating
Operator:	ELOM ANTHONY W	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO 520 SERIES
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	EET, 586 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	5 knots, 130°
Temperature:	10° C / 4° C	Visibility:	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bessemer, AL (EKY)	Destination:	Alabaster, AL (EET)

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):	Allison N Diaz	Adopted Date:	06/22/2015
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88614		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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