



# National Transportation Safety Board

## Aviation Accident Data Summary

<b>Location:</b>	Havasu City, AZ	<b>Accident Number:</b>	WPR15CA033
<b>Date &amp; Time:</b>	11/05/2014, 1110 MST	<b>Registration:</b>	N149DS
<b>Aircraft:</b>	BEECH A35	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

### Analysis

The pilot stated that he was level cruise at 10,500 feet mean sea level, when he moved the fuel selector from the right tank to the left tank. The airplane was equipped with the Beech fuel selector valve disengagement warning light kit. The fuel selector is a combined fuel pump and valve assembly. The handle can be lifted up and down to pump fuel, but in this condition it is not engaged with the selector valve portion of the assembly. When the fuel selector handle and the fuel valve do not agree, the red 'fuel' light illuminates.

When the pilot selected the left tank the red 'fuel' light illuminated. He cross checked the fuel flow and fuel pressure, both of which were in the normal range. A few minutes later he entered an en-route descent, when the engine began to lose power. He pumped the fuel pump, the red 'fuel' light remained ON, and the engine did not regain power. The pilot executed a forced landing onto a road and damaged the left wing during the landing roll. A post accident examination of the airplane was performed by a Federal Aviation Administration inspector and a technical representative from the airplane manufacturer. The fuel selector valve was found to operate as designed. The red 'fuel' light illuminated when the fuel selector handle was not engaged with the valve and aligned with the fuel tank that provides fuel to the engine. Additionally, the engine was test run and found to operate normally.

### Flight Events

Enroute-descent - Loss of engine power (total)  
Enroute-descent - Fuel starvation

### Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
Loss of engine power due to fuel starvation as a result of the pilot's failure to properly operate the fuel selector valve.

### Findings

Aircraft-Aircraft systems-Fuel system-Fuel selector/shutoff valve-Incorrect use/operation - C  
Aircraft-Fluids/misc hardware-Fluids-Fuel-Fluid level - C

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	70
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Glider	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	7044 hours (Total, all aircraft), 24 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	BEECH	<b>Registration:</b>	N149DS
<b>Model/Series:</b>	A35 NO SERIES	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	BUFFALO THOMAS N	<b>Engine Manufacturer:</b>	Continental
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	E-185-11
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	KHII, 783 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	5 knots, 300°
<b>Temperature:</b>	23°C / -5°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Cortez, CO (KCEZ)	<b>Destination:</b>	Parker, AZ (P20)

## Airport Information

<b>Airport:</b>	Lake Havasu City (KHII)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	N/A	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Van McKenny	<b>Adopted Date:</b>	01/22/2015
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90357">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90357</a>		

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

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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.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.