



Aviation Investigation Final Report

Location:	Olean, New York	Accident Number:	ERA20CA211
Date & Time:	June 5, 2020, 19:00 Local	Registration:	N5044Z
Aircraft:	Piper PA22	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The student pilot reported he had planned a 17 nautical mile trip to fuel the airplane. He estimated the right wing fuel tank was 1/4 to 3/8 full, which he believed was sufficient for the flight, and that the left tank contained about 1 gallon of fuel. While on approach, he moved the fuel selector to the left tank for landing. He stated the engine ran “poorly”, so he switched back to the right tank, and the engine “started back up and quit 3 times.” He prepared for an off-field landing, during which the airplane stuck trees inside the airport perimeter fence, short of the runway.

Following the accident, the pilot advised a Federal Aviation Administration inspector that the airplane had not undergone an annual inspection for 2 to 3 years. At the time he was interviewed by the inspector, he did not have his pilot or maintenance records for the airplane available. The pilot did not submit a National Transportation Safety Board Pilot/Operator Aircraft Accident/Incident Report Form 6120.1.

A Federal Aviation Administration inspector performed a cursory examination of the wreckage after the accident, after it had been recovered from the accident site to a hangar. The amount of fuel remaining in the fuel tanks after the accident was not measured. The inspector confirmed that both wings and the fuselage were substantially damaged. The quantity of fuel onboard the airplane was not quantified nor were the airframe or engine examined in any greater detail.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A loss of engine power for undetermined reasons.

Findings

Not determined

(general) - Unknown/Not determined

Factual Information

History of Flight

Approach-VFR pattern final	Loss of engine power (total) (Defining event)
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Pilot Information

Certificate:	Student	Age:	71, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Unknown	Last FAA Medical Exam:	June 28, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 750 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N5044Z
Model/Series:	PA22 108	Aircraft Category:	Airplane
Year of Manufacture:	1961	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-8666
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1649 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-235 SERIES
Registered Owner:	On file	Rated Power:	108
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	OLE,2136 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	18:55 Local	Direction from Accident Site:	111°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	25°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Arcade, NY (D23)	Type of Flight Plan Filed:	Unknown
Destination:	Olean, NY (OLE)	Type of Clearance:	None
Departure Time:	18:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	CATTARAUGUS COUNTY-OLEAN OLE	Runway Surface Type:	Asphalt
Airport Elevation:	2135 ft msl	Runway Surface Condition:	Unknown
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	4800 ft / 100 ft	VFR Approach/Landing:	Forced landing;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	42.248611,-78.36528(est)

Administrative Information

Investigator In Charge (IIC):	Brazy, Douglass
Additional Participating Persons:	Timothy Trussel; FAA/FSDO ; Rochester, NY
Original Publish Date:	May 5, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=101418

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).