



Aviation Investigation Final Report

Location:	MACKINAC ISLAND, Michigan	Accident Number:	CHI84LA405
Date & Time:	August 12, 1984, 16:45 Local	Registration:	N7799P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

PLT STATED THAT DURING TAKEOFF, AT AN ALT OF 40 FEET AGL A LOSS OF POWER OCCURRED. HE REPORTED HE LANDED STRAIGHT AHEAD ON THE END OF THE RUNWAY. THE AIRPLANE CONTINUED INTO A FIELD OFF THE DEPARTURE END OF THE RWY, INTO WEEDS BEFORE IT STRUCK A STEEL FENCE POST. EXAMINATION OF THE ACFT AFTER THE ACCIDENT REVEALED THAT THE LEFT MAIN AND RIGHT AUX TANK WERE ONE INCH BELOW FULL WHEN VISUALLY CHECKED AND THE INDICATORS SHOWED FULL. THE LEFT AUX TANK WAS HALF FULL AND THE INDICATOR SHOWED EMPTY. THE RT MAIN TANK WAS EMPTY AND THE INDICATOR SHOWED 1/8 OF A TANK. THE FUEL SELECTOR WAS FOUND TO BE ON THE LEFT MAIN TANK BUT THE PILOT STATED HE SWITCHED TANKS AFTER THE ENGINE LOST POWER. THE PILOT STATED HE COULD NOT REMEMBER WHICH FUEL TANK HE TOOK OFF ON.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (C) FLUID,FUEL - STARVATION
3. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
4. (F) COMPLACENCY - PILOT IN COMMAND
5. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings
6. (F) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	66, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 13, 1984
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1242 hours (Total, all aircraft), 1242 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7799P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-3017
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 6, 1984 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2000 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-A1A5
Registered Owner:	LEON J. BROWN	Rated Power:	250 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PLN ,720 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	16:50 Local	Direction from Accident Site:	200°
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	DETROIT , MI (DTW)	Type of Clearance:	None
Departure Time:	16:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	MACKINAC ISLAND Y84	Runway Surface Type:	Asphalt
Airport Elevation:	739 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	3510 ft / 75 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	45.850463,-84.619598(est)

Administrative Information

Investigator In Charge (IIC): Kleckner, Pamela

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=12786>

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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](#).