



Aviation Investigation Final Report

Location:	BAY CITY, Michigan	Accident Number:	CHI85LA349
Date & Time:	August 16, 1985, 13:30 Local	Registration:	N7665K
Aircraft:	PIPER PA-20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT WAS DAMAGED DURING A HARD FORCED LANDING FOLLOWING A LOSS OF PWR SHORTLY AFTER TAKEOFF. THE PLT REPORTED THAT AT AN ALT OF APRX 250 FT AGL, THE ENG QUIT. POST ACCIDENT INSPECTION REVEALED THE FUEL SELECTOR WAS POSITIONED ON THE RIGHT TANK WHICH CONTAINED APRX 2 OUNCES OF FUEL. THE LEFT FUEL TANK WAS FOUND APRX 2/3 FULL.

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 - NOT PERFORMED - PILOT IN COMMAND
2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. (F) FLUID,FUEL - STARVATION

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

Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (C) FLARE - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 8, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1334 hours (Total, all aircraft), 600 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7665K
Model/Series:	PA-20 PA-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20486
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	August 4, 1980 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	52 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1377 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-290-D
Registered Owner:	ROBERT J. MILLER	Rated Power:	135 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:	MBS ,667 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	12:52 Local	Direction from Accident Site:	268°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	12 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BAY CITY , MI (3CM)	Type of Flight Plan Filed:	None
Destination:	SAGINAW , MI (MBS)	Type of Clearance:	None
Departure Time:	13:28 Local	Type of Airspace:	Class G

Airport Information

Airport:	JAMES CLEMENTS 3CM	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.599983,-83.950691(est)

Administrative Information

Investigator In Charge (IIC):	Mc avoy, Edward
Additional Participating Persons:	N J GARY; GRAND RAPIDS , MI
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=13193

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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](#).