



Aviation Investigation Final Report

Location:	RED LODGE, Montana	Accident Number:	DEN87LA169
Date & Time:	July 5, 1987, 10:40 Local	Registration:	N5858D
Aircraft:	PIPER PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT SHORTLY AFTER TAKEOFF HE INTENDED TO SWITCH FUEL TO FULLEST TANK BUT INADVERTENTLY PUT THE FUEL SELECTOR ON OFF POSITION. THE ENGINE FAILED. HE DID NOT HAVE ENOUGH ALTITUDE OR TIME TO CORRECT THE SITUATION AND HAD TO MAKE A FORCED LANDING ON A NEARBY GOLF COURSE. AFTER TOUCHDOWN, DURING THE LANDING ROLL, THE ACFT STRUCK A DIRT EMBANKMENT.

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: CLIMB

Findings

1. (C) FLUID,FUEL - STARVATION
 2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT
4. LANDING GEAR - SEPARATION

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	42, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	September 8, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2500 hours (Total, all aircraft), 100 hours (Total, this make and model), 2450 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5858D
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-4537
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 25, 1987 Unknown	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1625 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A1A
Registered Owner:	JACK F. SASEK	Rated Power:	150 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:	BIL ,3649 ft msl	Distance from Accident Site:	50 Nautical Miles
Observation Time:	09:49 Local	Direction from Accident Site:	45°
Lowest Cloud Condition:	200 ft AGL	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	23°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	RED LODGE , MT (RED)	Type of Flight Plan Filed:	None
Destination:	HELENA , MT (HLN)	Type of Clearance:	None
Departure Time:	12:38 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	45.190113,-109.23944(est)

Administrative Information

Investigator In Charge (IIC):	Tranter, Verlin
Additional Participating Persons:	PAUL FLOOD; HELENA , MT
Original Publish Date:	March 10, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=17258

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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](#).