



# Aviation Investigation Final Report

<b>Location:</b>	HAMILTON, Montana	<b>Accident Number:</b>	DEN88LA197
<b>Date &amp; Time:</b>	September 2, 1988, 13:00 Local	<b>Registration:</b>	N9436P
<b>Aircraft:</b>	PIPER PA-24-260C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PRIVATE PLT WAS DESCENDING TO THE DESTINATION ARPT AT THE CONCLUSION OF A 3.5 HR X-COUNTRY FLIGHT. THE PLT SAID HE SELECTED THE RIGHT MAIN FUEL TANK AND FLEW UNTIL THE 'FUEL WAS LOW TO THE POINT OF EXHAUSTION.' DURING A RIGHT TURN, WITH THE GEAR EXTENDED, THE ENGINE LOST POWER. ALL SUBSEQUENT EFFORTS TO RESTORE POWER FAILED. THE PLT ATTEMPTED TO GLIDE TO THE AIRPORT, AND RETRACTED THE LANDING GEAR, BUT WAS FORCED TO LAND IN A FIELD SHORT OF THE RUNWAY. THE ACFT IMPACTED WHEELS UP, AND SKIDDED 60 YARDS PRIOR TO COMING TO REST. THE PLT FELT THAT THE ELECTRIC FUEL BOOST PUMP FAILED TO PROVIDE FUEL FAST ENOUGH AND CONTRIBUTED TO THE ACCIDENT. A POST ACCIDENT INSPECTION BY AN FAA INSPECTOR FAILED TO REVEAL ANY PRE-ACCIDENT FAILURE OR MALFUNCTION. NO FUEL WAS FOUND IN THE RIGHT MAIN TANK.

## 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: APPROACH

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

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Occurrence #3: GEAR NOT EXTENDED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

#### Findings

3. GEAR RETRACTION - INTENTIONAL - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	May 7, 1987
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	493 hours (Total, all aircraft), 200 hours (Total, this make and model), 450 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N9436P
<b>Model/Series:</b>	PA-24-260C PA-24-260C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-4944
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 28, 1988 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	3200 lbs
<b>Time Since Last Inspection:</b>	3 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1295 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TIO-540-R1A5
<b>Registered Owner:</b>	KEN A. FRANCE	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	30 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	29°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	CONCORD , CA (CCR )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(6S5 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	46.160377,-114.139755(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Collins, Robert
<b>Additional Participating Persons:</b>	EARL WEBB; HELENA , MT
<b>Original Publish Date:</b>	October 2, 1989
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=17537">https://data.ntsb.gov/Docket?ProjectID=17537</a>

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