



Aviation Investigation Final Report

Location:	FT. CARSON, Colorado	Accident Number:	DEN91FA126
Date & Time:	September 11, 1991, 07:28 Local	Registration:	N7730Y
Aircraft:	PIPER PA-30	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS FLYING HIS FIRST SOLO PRACTICE FLIGHT THREE DAYS AFTER RECEIVING HIS MULTIENGINE RATING. HE HAD 18 HOURS MULTIENGINE TIME. WHILE BEING VECTORED FOR A PRACTICE APPROACH, THE RIGHT ENGINE QUIT DUE TO FUEL STARVATION. THE AIRCRAFT COULD NOT MAINTAIN ALTITUDE DUE TO SINGLE ENGINE PERFORMANCE LIMITS. THE TURBOCHARGERS WERE NOT ENGAGED. APPROACH CONTROL VECTORED THE AIRCRAFT TO THE NEAREST AIRPORT. THE PILOT HAD DIFFICULTY IN SPOTTING THE AIRPORT AND THE SECOND ENGINE QUIT DUE TO FUEL EXHAUSTION DURING THE APPROACH. THE PILOT THEN INADVERTENTLY STALLED THE AIRCRAFT WHICH ROLLED OVER AND DOVE INTO THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF POWER TO BOTH ENGINES DUE FIRST TO FUEL STARVATION FOLLOWED BY FUEL EXHAUSTION, THE PILOT'S FAILURE TO REFUEL, AND THE INADVERTENT STALL. A FACTOR WAS: THE PILOT'S IMPROPER USE OF POWERPLANT CONTROLS.

Findings

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

Findings

1. 1 ENGINE
 2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
 3. (C) FLUID,FUEL - STARVATION
 4. (F) POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
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Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

5. ALL ENGINES
 6. (C) FLUID,FUEL - EXHAUSTION
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Occurrence #3: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #4: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - EMERGENCY

Findings

7. (C) STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #5: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Findings

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

Pilot Information

Certificate:	Private	Age:	35, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 18, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1220 hours (Total, all aircraft), 18 hours (Total, this make and model), 1075 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7730Y
Model/Series:	PA-30 PA-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	30-819
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3725 lbs
Time Since Last Inspection:	0 Hrs	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	IO-320-CIA
Registered Owner:	RICK L. OWNES	Rated Power:	160 Horsepower
Operator:	RICK L. OWNES	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	COLORADO SPRING, CO (COS)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	06:16 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
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 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	38.689769,-104.750312(est)

Administrative Information

Investigator In Charge (IIC):	Wiemeyer, Norman
Additional Participating Persons:	RAY RYAN; DENVER , CO
Original Publish Date:	May 3, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=18033

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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](#).