



Aviation Investigation Final Report

Location:	OLLA, Louisiana	Accident Number:	FTW94LA095
Date & Time:	March 13, 1994, 17:34 Local	Registration:	N8645D
Aircraft:	PIPER PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT HE LOST ENGINE POWER DURING INITIAL CLIMB AT 200 FEET AGL. HE FURTHER REPORTED THAT DURING THE FORCED LANDING, THE AIRCRAFT STRUCK SOME TREES AND HE LOST CONTROL. EXAMINATION OF THE AIRCRAFT BY A FEDERAL AVIATION ADMINISTRATION INSPECTOR REVEALED THAT THE REAR FUEL LINE WAS PLUGGED. THE RIGHT FUEL TANK CONTAINED 10 GALLONS OF FUEL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF ENGINE POWER DUE TO A BLOCKED FUEL LINE. A FACTOR WAS THE LACK OF SUITABLE TERRAIN FOR THE FORCED LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

- Findings
1. (C) FUEL SYSTEM,LINE - BLOCKED(TOTAL)
 2. FUEL SYSTEM,LINE - FOREIGN OBJECT
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

3. OBJECT - TREE(S)
4. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

On March 13, 1994, at 1734 central standard time, a Piper PA-22- 150, N8645D, was substantially damaged during a forced landing near Olla, Louisiana. The private pilot received minor injuries, while his passenger escaped uninjured. Visual meteorological conditions prevailed for the personal local area flight.

In an interview with a Federal Aviation Administration (FAA) inspector, the pilot stated the aircraft experienced a loss of engine power, at less than 200 feet, while taking off. He further stated that he attempted to land one-half mile northeast of the airport in a field when the airplane clipped the top of trees and he lost control.

An examination of the aircraft by the FAA inspector found that the rear fuel line was plugged. The right fuel tank contained 10 gallons of fuel.

Pilot Information

Certificate:	Private	Age:	49, 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:	June 3, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	800 hours (Total, all aircraft), 226 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8645D
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-5853
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	February 19, 1994 Annual	Certified Max Gross Wt.:	1840 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2063 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A1A
Registered Owner:	FINLEY, HOWARD B.	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:	MLU ,79 ft msl	Distance from Accident Site:	36 Nautical Miles
Observation Time:	16:48 Local	Direction from Accident Site:	20°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	31.889142,-92.229125(est)

Administrative Information

Investigator In Charge (IIC):	Ellis, Matthew
Additional Participating Persons:	ANTHONY MICHELLI; BATON ROUGE , LA
Original Publish Date:	November 14, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=19009

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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](#).