Aviation Investigation Final Report

Location:	GRANITE SHOALS, Texas	**Accident Number:**	FTW94LA215
Date & Time:	June 30, 1994, 12:20 Local	**Registration:**	N30342
Aircraft:	PIPER J4A	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE NUMBER TWO AND FOUR CYLINDERS WERE CHANGED ON THE ENGINE. A GROUND TEST RUN AND PREFLIGHT DID NOT REVEAL ANY DISCREPANCIES. DURING THE TAKEOFF INITIAL CLIMB, A TOTAL LOSS OF ENGINE POWER OCCURRED. THE AIRPLANE WAS APPROXIMATELY 1/4 MILE BEYOND THE DEPARTURE END OF THE RUNWAY WHERE THE LAND MERGED WITH WATER. THE FORCED LANDING WAS MADE ON A STREET WHERE THE LEFT WING STRUCK A TREE DURING THE LANDING ROLL. EXAMINATION REVEALED THE FUEL PRIMER CONTROL WAS UNLOCKED AND THE PRIMER WAS OUT 1/2 INCH. A TEST RUN OF THE ENGINE WITH THE PRIMER IN DID NOT DISCLOSE ANY DISCREPANCIES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL SYSTEM STARVATION DUE TO THE PILOT'S FAILURE TO SECURE THE ENGINE FUEL PRIMER. A FACTOR WAS THE LACK OF SUITABLE TERRAIN FOR THE FORCED LANDING.

Findings

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

Findings
1. (C) FUEL SYSTEM - STARVATION
2. (C) FUEL SYSTEM,PRIMER SYSTEM - NOT SECURED

3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

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

Factual Information

On June 30, 1994, at 1220 central daylight time, a Piper J4A, N30342, was substantially damaged during a forced landing. The commercial pilot was not injured. Visual meteorological conditions prevailed for the local maintenance test flight.

The pilot reported that the number two and four cylinders were changed on the engine. Prior to flight no discrepancies were found during a ground operational test run of the engine. During the takeoff initial climb 300 feet above the ground, a total loss of engine power occurred. The airplane was approximately 1/4 mile beyond the departure end of the runway where the land merged with water. A street was selected for the landing. During the landing roll the left wing struck a tree.

The Federal Aviation Administration inspectors' examination of the airplane at the accident site revealed the fuel primer control was unlocked and out one half inch. A test run of the engine with the primer in did not disclose any discrepancies.

Pilot Information

Certificate:	Commercial	**Age:**	65,Male
Airplane Rating(s):	Single-engine land; Multi-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 2 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	February 12, 1993
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	1780 hours (Total, all aircraft), 1 hours (Total, this make and model), 1684 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	**Registration:**	N30342
Model/Series:	J4A J4A	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	4-1170
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	June 8, 1994 Annual	**Certified Max Gross Wt.:**	1200 lbs
Time Since Last Inspection:	2 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	1292 Hrs	**Engine Manufacturer:**	CONTINENTAL
ELT:	Installed, not activated	**Engine Model/Series:**	A-65-8
Registered Owner:	YEILDING, BROOKS	**Rated Power:**	65 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:		**Distance from Accident Site:**	
Observation Time:		**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	12 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	7 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	120°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	31°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SUNRISE BEACH , TX (2KL)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	12:15 Local	**Type of Airspace:**	Class G

Airport Information

Airport:		**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:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	30.56978,-98.269515(est)

Administrative Information

Investigator In Charge (IIC):	Wigington, Douglas
Additional Participating Persons:	RAMON BARRERA; SAN ANTONIO , TX
Original Publish Date:	January 26, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=19099