



Aviation Investigation Final Report

Location:	Somerton, Arizona	Accident Number:	WPR24LA162
Date & Time:	May 27, 2024, 07:00 Local	Registration:	N918LN
Aircraft:	NELSON LAWRENCE K 601 HDS	Aircraft Damage:	Substantial
Defining Event:	Fuel starvation	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the airplane reported that, during the preflight engine runup, he diverted his attention to a phone call and failed to switch the fuel selector to a fuel tank with adequate fuel. During the initial climb, the engine experienced a complete loss of power, and the pilot performed a forced landing in an agricultural field.

The airplane sustained substantial damage to both wings and fuselage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's inadequate fuel management which resulted in a total loss of engine power due to fuel starvation.

Findings

Aircraft	Fuel - Fluid management
Personnel issues	Use of checklist - Pilot
Personnel issues	Task monitoring/vigilance - Pilot

Factual Information

History of Flight

Approach-VFR pattern downwind	Fuel starvation (Defining event)
Approach-VFR pattern downwind	Loss of engine power (total)

Pilot Information

Certificate:	Private	Age:	43,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	February 19, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 427 hours (Total, all aircraft), 303 hours (Total, this make and model), 370 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NELSON LAWRENCE K	Registration:	N918LN
Model/Series:	601 HDS	Aircraft Category:	Airplane
Year of Manufacture:	2017	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	001
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 4, 2023 Condition	Certified Max Gross Wt.:	1300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	345 Hrs at time of accident	Engine Manufacturer:	Larry Nelson/Corvair
ELT:	Installed, not activated	Engine Model/Series:	Corvair Conversion
Registered Owner:	On file	Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KNYL, 213 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	06:57 Local	Direction from Accident Site:	45°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.86 inches Hg	Temperature/Dew Point:	21°C / 6°C
Precipitation and Obscuration:			
Departure Point:	Somerton, AZ	Type of Flight Plan Filed:	None
Destination:	Somerton, AZ	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	SOMERTON 54AZ	Runway Surface Type:	
Airport Elevation:	177 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	32.599361,-114.6828

Administrative Information

Investigator In Charge (IIC):	Whitaker, Kathryn
Additional Participating Persons:	Brian Mehrtens; FAA; Scottsdale, AZ
Original Publish Date:	July 25, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=194323

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).