



Aviation Investigation Final Report

Location:	FARMERVILLE, Louisiana	Accident Number:	FTW85LA326
Date & Time:	August 20, 1985, 14:45 Local	Registration:	N8050P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT TOOK OFF AND STARTED HIS CLIMBOUT WITH THE FUEL SELECTOR ON A FUEL TANK WHICH WAS VIRTUALLY EMPTY. THE ENG STOPPED REACHING AN ALT OF 200 FEET AGL. THE PLT MADE FORCED LANDING IN TREES. THERE WAS AN AMPLE SUPPLY OF FUEL (ABOUT 70 GALLONS) DISTRIBUTED BETWEEN THE OTHER THREE FUEL TANKS; HOWEVER, THERE WAS NOT ADEQUATE TIME TO SWITCH THE SELECTOR VALVE AND GET A RESTART BEFORE IMPACT OCCURRED.

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: TAKEOFF - INITIAL CLIMB

Findings

1. (F) FLUID,FUEL - STARVATION
 2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
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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

4. (F) OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	38, 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:	August 22, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	840 hours (Total, all aircraft), 30 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8050P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-3296
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	80 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2600 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-A1A5
Registered Owner:	ARCHIE PITEN	Rated Power:	250 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:	25 Nautical Miles
Observation Time:	14:45 Local	Direction from Accident Site:	135°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FARMERVILLE , LA (F87)	Type of Flight Plan Filed:	None
Destination:	WINNSBORO , LA (F89)	Type of Clearance:	None
Departure Time:	14:45 Local	Type of Airspace:	Class G

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:	None

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:	32.769607,-92.400741(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, J
Additional Participating Persons:	RALPH RODRIGUEZ; BATON ROUGE , LA
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=21831

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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](#).