



Aviation Investigation Final Report

Location:	FLORESVILLE, Texas	Accident Number:	FTW88LA102
Date & Time:	May 15, 1988, 09:30 Local	Registration:	N2RD
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ENGINE STOPPED PRODUCING FULL POWER AND THE PILOT HAD TO MAKE A FORCED LANDING IN A PASTURE. DURING THE LANDING ROLL, THE AIRPLANE IMPACTED A FENCE. THE PILOT SAID HE FOUND FUEL IN BOTH TANKS BUT THE RIGHT TANK HAD COLLAPSED DUE TO THE TANK VENT BEING PLUGGED WITH RESIDUE THAT WAS PLACED THERE BY MUD DAUBERS. HE SAID THE LEFT TANK STILL HAD MORE FUEL REMAINING THAN THE RIGHT AND HAD NOT COLLAPSED. ACCORDING TO THE MANUFACTURER, THIS AIRPLANE HAS INDIVIDUAL FUEL TANK VENTS AND THEY ARE NOT INTERCONNECTED.

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
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) FUEL SYSTEM, VENT - BLOCKED(TOTAL)
 2. (F) FUEL SYSTEM, TANK - COLLAPSED
 3. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 4. (C) FLUID, FUEL - STARVATION
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

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

Findings

5. (F) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 19, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	322 hours (Total, all aircraft), 34 hours (Total, this make and model), 19 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2RD
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	368
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 28, 1987 Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-540-A1A5
Registered Owner:	BLOCKER, JON S	Rated Power:	250 Horsepower
Operator:	JON S. BLOCKER	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 / 1400 ft AGL	Visibility	8 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PORTLAND , TX (9R5)	Type of Flight Plan Filed:	None
Destination:	SAN ANTONIO , TX (SAT)	Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	Rough
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 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	29.13051,-98.150741(est)

Administrative Information

Investigator In Charge (IIC):	Edwards, Armond
Additional Participating Persons:	KENNETH L TIPTON; SAN ANTONIO , TX
Original Publish Date:	December 29, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=22641

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](#).