



Aviation Investigation Final Report

Location:	CHANDLER, Arizona	Accident Number:	LAX90LA028
Date & Time:	November 8, 1989, 14:00 Local	Registration:	N25644
Aircraft:	PIPER PA38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT PILOT RETURNED FROM THE PRACTICE AREA TO PERFORM TOUCH-&GO'S. DURING THE FIRST TAKEOFF THE AIRPLANE SUSTAINED A TOTAL LOSS OF POWER. THE AIRPLANE WAS RELANDED BUT RAN OFF THE END OF THE RWY. POST-ACCIDENT INVESTIGATION DISCLOSED THAT THE FUEL SELECTOR WAS POSITIONED TO THE LEFT FUEL TANK WHICH WAS EMPTY. THE RIGHT FUEL TANK CONTAINED ABOUT 10 GALS OF FUEL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT FAILED TO PROPERLY USE THE CHECKLIST AND THE FUEL SELECTOR VALVE WAS IMPROPERLY SELECTED TO THE EMPTY TANK.

Findings

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

Findings

1. TOUCH-AND-GO - PERFORMED - PILOT IN COMMAND
 2. (C) FLUID,FUEL - STARVATION
 3. (C) CHECKLIST - NOT USED - PILOT IN COMMAND
 4. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - BERM

Factual Information

Pilot Information

Certificate:	Student	Age:	32, Male
Airplane Rating(s):	None	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 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 9, 1989
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	18 hours (Total, all aircraft), 18 hours (Total, this make and model), 2 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N25644
Model/Series:	PA38-112 PA38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-81A0033
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	October 27, 1989 AAIP	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	21 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3703 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235
Registered Owner:	CHANDLER AIR SERVICE, INC.	Rated Power:	112 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
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	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(P10)	Type of Flight Plan Filed:	None
Destination:	(P10)	Type of Clearance:	None
Departure Time:	13:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	CHANDLER MUNI P10	Runway Surface Type:	Asphalt
Airport Elevation:	1234 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	4400 ft / 75 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

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:	33.239395,-111.78022(est)

Administrative Information

Investigator In Charge (IIC):	Llorente, A.
Additional Participating Persons:	JAMES KERR; SCOTTSDALE , AZ
Original Publish Date:	September 30, 1991
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=26681

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](#).