



# Aviation Investigation Final Report

<b>Location:</b>	SEDONA, Arizona	<b>Accident Number:</b>	LAX90LA160
<b>Date &amp; Time:</b>	May 1, 1990, 12:50 Local	<b>Registration:</b>	N7946Y
<b>Aircraft:</b>	PIPER PA30	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

THE AIRCRAFT'S RIGHT ENGINE FAILED WHILE THE PILOT WAS ON A CROSS COUNTRY FLIGHT. THE PILOT ASSUMED THE ENGINE WAS PRODUCING SOME POWER AND DID NOT ATTEMPT TO RESTART OR SECURE THE ENGINE OR FEATHER THE PROPELLER. HE DIVERTED THE FLIGHT TO A NEARBY AIRPORT FOR LANDING AND WHILE ON THE DOWNWIND LEG THE LEFT ENGINE FAILED. THE PILOT TURNED TOWARDS THE RUNWAY AND IMPACTED THE GROUND ON THE RUNWAY. THE IMPACT SHEARED THE LANDING GEAR. THE FUEL SELECTORS WERE POSITIONED TO THE AUX TANKS, WHICH WERE FOUND TO BE EMPTY.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S MISMANAGEMENT OF THE FUEL SYSTEM.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

### Findings

1. (F) FLUID,FUEL - STARVATION
2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

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

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	April 23, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1589 hours (Total, all aircraft), 17 hours (Total, this make and model), 1402 hours (Pilot In Command, all aircraft), 160 hours (Last 90 days, all aircraft), 135 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N7946Y
<b>Model/Series:</b>	PA30 PA30	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	301042
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-320-C1A
<b>Registered Owner:</b>	UNKOWN	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	HAAF, TOM	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	200°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	-18°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	SANTA MONICA , CA (SMO)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	DALHART , TX (2E1)	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	09:40 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	SEDONA SEZ	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4827 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	3	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5131 ft / 75 ft	<b>VFR Approach/Landing:</b>	Forced landing;Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	34.940578,-111.939018(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wall, James
<b>Additional Participating Persons:</b>	MARYELLEN ANDERSON; SCOTTSDALE , AZ
<b>Original Publish Date:</b>	November 23, 1992
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=26790">https://data.ntsb.gov/Docket?ProjectID=26790</a>

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