



Aviation Investigation Final Report

Location:	LAS VEGAS, Nevada	Accident Number:	LAX91LA178
Date & Time:	April 15, 1991, 07:15 Local	Registration:	N4416A
Aircraft:	PIPER PA22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE ON A LOCAL PERSONAL FLIGHT THE AIRPLANE SUSTAINED A TOTAL LOSS POWER. THE PILOT NEGOTIATED SEVERAL TURNS IN SEARCH OF A SUITABLE LANDING AREA. THE PILOT THEN EXECUTED A SHARP 90 DEGREE TURN AND STALLED THE AIRPLANE. EXAMINATION OF THE WRECKAGE DISCLOSED THAT THE PILOT IMPROPERLY SELECTED THE FUEL SELECTOR VALVE TO THE LEFT TANK WHICH DID NOT CONTAIN ANY FUEL. THE RIGHT TANK WAS FOUND NEARLY FULL OF FUEL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THAT THE PILOT IMPROPERLY SELECTED THE FUEL TANK THAT DID NOT CONTAIN ANY FUEL AND HIS SUBSEQUENT FAILURE TO MAINTAIN AIRSPEED.

Findings

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

Findings

1. SINGLE ENGINE AIRCRAFT
 2. (F) FLUID,FUEL - STARVATION
 3. (C) FUEL TANK SELECTOR POSITION - IMPROPER USE OF - 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. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. OBJECT - RESIDENCE

Factual Information

Pilot Information

Certificate:	Private	Age:	24, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 22, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	232 hours (Total, all aircraft), 23 hours (Total, this make and model), 180 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4416A
Model/Series:	PA22-150 PA22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	22-3744
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	1840 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-320-A1A
Registered Owner:	OWEN T. WILKERSON	Rated Power:	150 Horsepower
Operator:	OWEN T. WILKERSON	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:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ARDEN , NV	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:00 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 1 Minor	Latitude, Longitude:	36.170623,-115.199043(est)

Administrative Information

Investigator In Charge (IIC): Llorente, A.

Additional Participating Persons: FREDERICK WEIR; LAS VEGAS , NV

Original Publish Date: January 25, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=27176>

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](#).