



# Aviation Investigation Final Report

<b>Location:</b>	STOCKTON, California	<b>Accident Number:</b>	LAX91LA240
<b>Date &amp; Time:</b>	June 2, 1991, 19:14 Local	<b>Registration:</b>	N9283T
<b>Aircraft:</b>	PIPER PA38-112	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE INITIATING PIC ELECTED TO PUT MINIMAL FUEL ON BOARD FOR THE PLANNED FLIGHT TO COLUMBIA AIRPORT, COLUMBIA, CA. THE CFI WHO WAS GOING TO OCCUPY THE LEFT FRONT SEAT AGREED. UPON APPROACHING COLUMBIA THE INITIATING PIC ATTEMPTED TO CALL THE UNICOM BUT RECEIVED NO RESPONSE. THE INITIATING PIC WITH THE CONCURRENCE OF THE CFI DIVERTED TOWARDS CALVERAS COUNTY AIRPORT. THE INITIATING PIC ATTEMPTED TO CONTACT CALVERAS COUNTY UNICOM BUT TO NO AVAIL. THE CFI ASSUMED COMMAND OF THE AIRPLANE AND DIVERTED TOWARD STOCKTON. WHILE APPROACHING STOCKTON THE ENGINE SUSTAINED A TOTAL LOSS OF POWER DUE TO FUEL EXHAUSTION. THE CFI ELECTED TO LAND IN AN OPEN CROP FIELD. THE AIRPLANE COLLIDED WITH THE SOFT TERRAIN DURING THE LANDING ROLL-OUT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THAT THE PILOT-IN-COMMAND USED POOR PREFLIGHT PLANNING, INFLIGHT DECISION, AND FUEL CONSUMPTION CALCULATIONS. CONTRIBUTING TO THIS ACCIDENT WAS FUEL EXHAUSTION.

## Findings

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

Findings

1. (F) FLUID,FUEL - EXHAUSTION
2. (C) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. (C) FUEL CONSUMPTION CALCULATIONS - POOR - 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 - ROLL

Findings

5. TERRAIN CONDITION - CROP
6. TERRAIN CONDITION - SOFT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	Male
<b>Airplane Rating(s):</b>	Single-engine land; 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>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	October 24, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	550 hours (Total, all aircraft), 320 hours (Total, this make and model), 400 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N9283T
<b>Model/Series:</b>	PA38-112 PA38-112	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	38-78A0318
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Unknown	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	JAMES A. FIKES	<b>Rated Power:</b>	112 Horsepower
<b>Operator:</b>	JAMES A. FIKES	<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>	SCK ,30 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	19:45 Local	<b>Direction from Accident Site:</b>	1°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	40 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	FRESNO , CA (FAT )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	AUBURN , CA (AUN )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:40 Local	<b>Type of Airspace:</b>	

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	37.899848,-121.400321(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Llorente, A.
<b>Additional Participating Persons:</b>	JOHN DIXON; OAKLAND , CA
<b>Original Publish Date:</b>	May 27, 1993
<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=27230">https://data.ntsb.gov/Docket?ProjectID=27230</a>

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