



# Aviation Investigation Final Report

<b>Location:</b>	TEHACHAPI, California	<b>Accident Number:</b>	LAX91LA395
<b>Date &amp; Time:</b>	September 15, 1991, 15:50 Local	<b>Registration:</b>	N8888P
<b>Aircraft:</b>	PIPER PA-24-260	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT DEPARTED ON A CROSS COUNTRY FLIGHT KNOWING HE DID NOT HAVE ENOUGH FUEL IN THE FUEL TANKS TO REACH HIS DESTINATION. BUT HE WANTED TO RUN THEM DRY TO CHECK THE CALIBRATION ENROUTE FOR AN ANNUAL INSPECTION. BECAUSE OF HIS ALTITUDE, HE OVERFLEW HIS FIRST CHOICE FOR REFUELING, DURING WHICH TIME HIS FUEL QUANTITY INDICATION WAS ERRATIC. AS HE STARTED HIS LETDOWN FOR HIS SECOND CHOICE FOR LANDING HIS ENGINE QUIT. HE ATTEMPTED A LANDING IN A COW PASTURE AND COLLIDED WITH SMALL BERMS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL EXHAUSTION DUE TO IMPROPER INFLIGHT PLANNING.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
3. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - EMERGENCY

Findings

5. TERRAIN CONDITION - ROUGH/UNEVEN

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

Findings

6. TERRAIN CONDITION - BERM

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	June 6, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	947 hours (Total, all aircraft), 318 hours (Total, this make and model), 947 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N8888P
<b>Model/Series:</b>	PA-24-260 PA-24-260	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	24-4262
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Unknown	<b>Certified Max Gross Wt.:</b>	2900 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, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-540
<b>Registered Owner:</b>	JAMES W. HAGER	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	JAMES W. HAGER	<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>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	OAKLAND , CA (OAK )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	REDLANDS , CA (L12 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:30 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>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	35.120365,-118.509315(est)

## Administrative Information

**Investigator In Charge (IIC):** Petterson, George

**Additional Participating Persons:**

**Original Publish Date:** April 23, 1993

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=27359>

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