



Aviation Investigation Final Report

Location:	LINDEN, California	Accident Number:	LAX92LA015
Date & Time:	October 14, 1991, 17:15 Local	Registration:	N6506P
Aircraft:	PIPER PA 24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT ESTABLISHED COMMUNICATIONS WITH APPROACH CONTROL AND STATED THAT HE WAS HAVING 'FUEL PRESSURE PROBLEMS.' HE FURTHER ADVISED THAT HE HAD 'MINIMUM FUEL.' WHEN THE ENGINE LOST POWER, THE PILOT EXECUTED A FORCED LANDING TO A DIRT ROAD. THE UN-EVEN TERRAIN ON THE DIRT ROAD CAUSED THE AIRCRAFT TO SPIN DURING LANDING ROLL, WHICH CAUSED SUBSTANTIAL DAMAGE TO THE AIRCRAFT. AN FAA INSPECTOR EXAMINED THE AIRCRAFT ON-SCENE. HE REPORTED THAT THE AIRCRAFT'S FUEL CELLS WERE EMPTY AND THERE WAS NO EVIDENCE OF BROKEN FUEL LINES, FUEL LEAKAGE, NOR RUPTURED FUEL CELLS. IN HIS WRITTEN STATEMENT, THE PILOT SAID THAT HE HAD FLOWN TO 4 DIFFERENT LOCATIONS DURING THE DAY. HE SAID THAT HE DID NOT RE-FUEL DURING THE DAY AND THAT HE SHOULD HAVE CHECKED THE FUEL BEFORE DEPARTING HIS LAST LOCATION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND INACCURATELY CALCULATING THE AIRCRAFT'S FUEL CONSUMPTION, AND NOT RE-FUELING THE AIRCRAFT PRIOR TO TAKEOFF FROM HIS LAST DEPARTURE POINT. THIS RESULTED IN A POWER LOSS DUE TO FUEL EXHAUSTION. A FACTOR IN THIS ACCIDENT WAS THE UNSUITABLE TERRAIN FOR LANDING THE AIRPLANE.

Findings

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND

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

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

Findings

4. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	52, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 8, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2748 hours (Total, all aircraft), 27 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6506P
Model/Series:	PA 24-250 PA 24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1628
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 20, 1991 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	45 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3289 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-540-A1A5
Registered Owner:	PATRICK O'GRADY	Rated Power:	250 Horsepower
Operator:	PATRICK O'GRADY	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	15 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:	32°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ELK GROVE , CA (Q40)	Type of Flight Plan Filed:	None
Destination:	FRESNO , CA (FCH)	Type of Clearance:	None
Departure Time:	16:00 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:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	38.050418,-121.029823(est)

Administrative Information

Investigator In Charge (IIC):	Childress, Richard
Additional Participating Persons:	KIM DAVIES; OAKLAND , CA
Original Publish Date:	April 27, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=27478

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