



# Aviation Investigation Final Report

<b>Location:</b>	TUCSON, Arizona	<b>Accident Number:</b>	LAX92LA308
<b>Date &amp; Time:</b>	July 19, 1992, 09:30 Local	<b>Registration:</b>	N3406Z
<b>Aircraft:</b>	PIPER PA-22-150	<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

AFTER SPENDING THE NIGHT IN TUCSON, ARIZONA, AND REFUELING THE AIRCRAFT TO ITS 36 GALLON CAPACITY, THE PILOT TOOK OFF ON HIS FINAL LEG HOME. HE WAS AT AN ALTITUDE OF 6000 FEET MSL APPROXIMATELY 30 MINUTES AFTER TAKEOFF WHEN THE ENGINE FAILED. HE ATTEMPTED TO MAKE A FORCED LANDING AT PINAL AIRPARK, ARIZONA, LOCATED APPROXIMATELY 31 MILES NORTH-NORTHWEST OF TUCSON, BUT COLLIDED WITH THE ROUGH TERRAIN ABOUT 350 YARDS SHORT OF RUNWAY. ACCORDING TO FAA INSPECTORS NO OBVIOUS FAILURES OR MALFUNCTIONS IN THE ENGINE WERE NOTED DURING THEIR ON SCENE INVESTIGATION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S POORLY PLANNED APPROACH AND FAILURE TO ATTAIN THE PROPER DESCENT RATE. THE LOSS OF ENGINE POWER FOR UNDETERMINED REASONS AND THE ROUGH TERRAIN CONDITIONS IN THE AREA OF THE FORCED LANDING WERE FACTORS IN THE ACCIDENT.

## Findings

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

-----

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

-----

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - EMERGENCY

Findings

2. (F) TERRAIN CONDITION - ROUGH/UNEVEN

3. (C) PLANNED APPROACH - POOR - PILOT IN COMMAND

4. (C) PROPER DESCENT RATE - NOT ATTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	54, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	January 16, 1992
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	900 hours (Total, all aircraft), 20 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 12 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N3406Z
<b>Model/Series:</b>	PA-22-150 PA-22-150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-7318
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 9, 1992 Annual	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>	16 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2231 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-350-A1A
<b>Registered Owner:</b>	NERGUIZIAN, BERJ	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	NERGUIZIAN, BERJ	<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>	TUS ,189 ft msl	<b>Distance from Accident Site:</b>	31 Nautical Miles
<b>Observation Time:</b>	09:00 Local	<b>Direction from Accident Site:</b>	127°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	32°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(TUS )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	BERMUDA DUNES , CA (UDD )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:00 Local	<b>Type of Airspace:</b>	Class G

## 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>	32.150016,-110.930366(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Llorente, A.
<b>Additional Participating Persons:</b>	ASI    DAVID VAUGHAN; SCOTTSDALE    , AZ
<b>Original Publish Date:</b>	August 31, 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.nts.gov/Docket?ProjectID=27695">https://data.nts.gov/Docket?ProjectID=27695</a>

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](#).