



Aviation Investigation Final Report

Location:	PAGE, Arizona	Accident Number:	LAX96LA282
Date & Time:	July 20, 1996, 16:54 Local	Registration:	N2915H
Aircraft:	Ercoupe (Eng & Research Corp.) 415-C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported he ran out of fuel and the plane lost power about 5 miles from the airport. The pilot completed a forced landing off the airport on a narrow dirt road. The pilot stated that the fuel transfer pump was inoperative and he was unable to transfer fuel from the wing tanks to the fuselage tank, which supplies fuel to the engine.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: decision of the pilot to operate the airplane with an inoperative transfer pump and inaccurate fuel consumption calculations.

Findings

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

Findings

1. FUEL SYSTEM,TRANSFER PUMP - INOPERATIVE
2. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. (C) FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

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

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

On July 20, 1996, at 1654 hours mountain standard time, an Ercoupe 415-C, N2915H, collided with some high vegetation and the terrain after an in-flight loss of power near the Page, Arizona, airport. The airplane was being operated as a personal flight under 14 CFR Part 91 when the accident occurred. The airplane sustained substantial damage and the pilot was not injured. The flight originated from the Kayenta Airport, Kayenta, Arizona, about 1600 hours. Visual meteorological conditions prevailed at the time.

The pilot indicated to the Page airport manager that the fuel transfer pump was inoperative and he was unable to transfer fuel from the wing tanks to the fuselage tank, which supplies fuel to the engine. The pilot departed Grants, New Mexico, earlier in the day and flew about 1 hour, landed, and transferred the fuel. He indicated that he had previously landed at Ganado, Arizona, and Kayenta, and planned to land at Page.

The pilot reported that he ran out of fuel and the plane lost power about 5 miles from the airport. The pilot landed on a narrow dirt road. The road cut through uneven terrain and the left wing struck vegetation on the higher shoulder of the road during the landing roll. The airplane veered left off the road and damaged the airplane's left wing and tail cone.

Pilot Information

Certificate:	Private	Age:	66, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 2, 1996
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	600 hours (Total, all aircraft), 50 hours (Total, this make and model), 600 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ercoupe (Eng & Research Corp.)	Registration:	N2915H
Model/Series:	415-C 415-C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3540
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 16, 1996 Annual	Certified Max Gross Wt.:	1260 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2255 Hrs	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	C85
Registered Owner:	TED PAYNE	Rated Power:	85 Horsepower
Operator:		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:	PGA ,4310 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	17:09 Local	Direction from Accident Site:	280°
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	30°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KAYENTA , AZ (0V7)	Type of Flight Plan Filed:	None
Destination:	(PGA)	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	PAGE MUNICIPAL AIRPORT PGA	Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	36.680801,-111.410369(est)

Administrative Information

Investigator In Charge (IIC): Wilcox, Thomas
Additional Participating Persons: WILLIAM J AKRIDGE; SCOTTSDALE , AZ

Original Publish Date: December 16, 1996

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=29517>

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