



Aviation Investigation Final Report

Location:	LACONIA, New Hampshire	Accident Number:	NYC89LA044
Date & Time:	December 7, 1988, 14:25 Local	Registration:	N16502
Aircraft:	PIPER PA-34-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT MADE A TAKEOFF WITH KNOWN CONDITIONS OF A LOW BATTERY AND WITH 15 GALLONS OF FUEL IN THE LEFT TANK AND 30 GALLONS IN THE RIGHT TANK. WHILE CRUISING AT 7500 FEET HE EXPERIENCED A POWER LOSS ON THE LEFT ENGINE. THE PILOT PERFORMED THE EMERGENCY PROCEDURES AND WAS UNABLE TO GET A RESTART. HE FEATHERED THE PROPELLER AND SET UP CROSSFEED. THE RIGHT ENGINE QUIT A FEW SECONDS LATER AND AGAIN THE PILOT WAS UNABLE TO GET IT RESTARTED AND IT TOO WAS FEATHERED. BOTH FUEL SELECTORS AT THIS TIME WERE ON CROSSFEED. THEY WERE RESET TO TANK-TO-ENGINE AND THE PILOT TRIED TO RESTART THE RIGHT ENGINE BUT WAS UNABLE DUE TO THE LOW BATTERY. AN OFF AIRPORT LANDING WAS MADE ON A ROADWAY. POST CRASH EXAMINATION SHOWED FUEL IN THE RIGHT TANK AND NO FUEL IN THE LEFT TANK. THE PILOT HAD FAILED HIS MULTI ENGINE CHECKRIDE 2-1/2 MONTHS PRIOR TO THE ACCIDENT AND DID NOT PASS HIS CHECKRIDE UNTIL 2 MONTHS AFTER THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AIRCRAFT STRIKING THE ROAD SIGN AFTER THE AIRCRAFT EXPERIENCED A DOUBLE POWER LOSS DUE TO MISMANAGEMENT OF THE FUEL SYSTEM BY THE PILOT.

Findings

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

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. (F) ELECTRICAL SYSTEM,BATTERY - LOW LEVEL
4. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
5. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
6. (F) IMPROPER TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

7. (F) OBJECT - SIGN

Factual Information

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		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:	September 2, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1150 hours (Total, all aircraft), 46 hours (Total, this make and model), 1120 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N16502
Model/Series:	PA-34-200 PA-34-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7350135
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:	55 Hrs	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-C1E6
Registered Owner:	HERBERT L HAUSER	Rated Power:	200 Horsepower
Operator:	HERBERT HAUSER	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:	LCI ,545 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	13:45 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MONTPELIER , VT (MPV)	Type of Flight Plan Filed:	VFR
Destination:	MANCHESTER , NH (MHT)	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

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 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Hancock, Robert

Additional Participating Persons: ; PORTLAND , ME

Original Publish Date: June 25, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=36346>

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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](#).