



Aviation Investigation Final Report

Location:	LAKE CITY, Florida	Accident Number:	MIA96LA063
Date & Time:	January 13, 1996, 13:30 Local	Registration:	N7498P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he had selected an empty fuel tank and the engine lost power just after lift off. He lowered the landing gear and attempted a landing on the remaining runway. During the landing, the left main landing gear collapsed. The left stabilizer spar and the aft fuselage bulkhead were also damaged during the landing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of the pilot to select a fuel tank with adequate fuel for takeoff, which resulted in a loss of engine power due to fuel starvation during the initial climb, and improper flare by the pilot during the subsequent forced land.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: HARD LANDING

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

3. (C) FLARE - IMPROPER - PILOT IN COMMAND

Factual Information

On January 13, 1996, about 1330 eastern standard time, N7498P, a Piper PA-24-250 crashed on takeoff at Lake City Airport, Lake City, Florida, while on a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane was substantially damaged and the pilot and two passengers reported no injuries. The flight was originating at the time of the accident.

The pilot stated he selected an empty fuel tank and the engine lost power just after liftoff. He lowered the landing gear and attempted a landing on the remaining runway. During the landing the left main landing gear collapsed. The left stabilizer spar and the aft fuselage bulkhead were also damaged during the landing.

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine land; Multi-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:	March 10, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1180 hours (Total, all aircraft), 119 hours (Total, this make and model), 989 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7498P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	24-2693
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	October 21, 1995 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	41 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2339 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-A1D5
Registered Owner:	MARCEL C. FROMOND	Rated Power:	250 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:	GNV ,152 ft msl	Distance from Accident Site:	45 Nautical Miles
Observation Time:	12:50 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	, FL (31J)	Type of Flight Plan Filed:	None
Destination:	CANNON CREEK , FL (PVT)	Type of Clearance:	VFR
Departure Time:	13:30 Local	Type of Airspace:	

Airport Information

Airport:	LAKE CITY 31J	Runway Surface Type:	Asphalt
Airport Elevation:	201 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	8002 ft / 150 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Alston, Andrew

Additional Participating Persons: JAMES GUEST;

Original Publish Date: May 9, 1996

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=37971>

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