



Aviation Investigation Final Report

Location:	BOISE, Idaho	Accident Number:	SEA85LA037
Date & Time:	December 26, 1984, 17:41 Local	Registration:	CGTQE
Aircraft:	PIPER PA-34-200T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	6 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ON FINAL APPROACH, THE PILOT'S WIFE, ALSO A RATED PILOT, WAS REVIEWING THE LANDING CHECK LIST. AT ITEM 'HEATERS OFF' SHE INADVERTENTLY TURNED FUEL SELECTORS TO OFF. BOTH ENGINES LOST PWR AND PILOT EXECUTED A FORCED LANDING SHORT OF RUNWAY IN ROUGH TERRAIN, COLLAPSING THE LANDING GEAR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) FUEL TANK SELECTOR POSITION - INADVERTENT USE - COPILOT/SECOND PILOT
2. FLUID,FUEL - STARVATION
3. (C) SUPERVISION - IMPROPER - PILOT IN COMMAND

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

Occurrence #3: GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Private	Age:	37, 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:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1145 hours (Total, all aircraft), 28 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	CGTQE
Model/Series:	PA-34-200T PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	348070340
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	December 13, 1984 100 hour	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	1130 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-360-EB
Registered Owner:	STINSON HOLDINGS, LTD.	Rated Power:	200 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:	Dusk
Observation Facility, Elevation:	BOI ,2858 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	17:50 Local	Direction from Accident Site:	100°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	25 miles
Lowest Ceiling:	Overcast / 9000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-2°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GREAT FALLS , MT (GTF)	Type of Flight Plan Filed:	IFR
Destination:	BOISE , ID (BOI)	Type of Clearance:	IFR
Departure Time:	15:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	BOISE AIR TERMINAL BOI	Runway Surface Type:	Asphalt
Airport Elevation:	2858 ft msl	Runway Surface Condition:	Dry
Runway Used:	28R	IFR Approach:	None
Runway Length/Width:	7400 ft / 150 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	43.56023,-116.210586(est)

Administrative Information

Investigator In Charge (IIC): Carrera, Candace

Additional Participating Persons: MIKE STOCKHILL; BOISE , ID

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=40100>

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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](#).