



Aviation Investigation Final Report

Location:	BANDON, Oregon	Accident Number:	SEA85LA101
Date & Time:	May 2, 1985, 18:36 Local	Registration:	N5543
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

THE PLT WAS FERRYING THE ACFT TO BANDON TO HAVE THE LANDING GEAR REPAIRED. THE FLT WAS MADE WITH THE GEAR SECURED IN THE DOWN POSITION. THE ACFT HAD LOCKING FUEL CAPS & THE PLT DID NOT VISUALLY CHECK THE FUEL LEVEL BEFORE TAKING OFF; INSTEAD, HE RELIED OF THE FUEL GAGES. DURING FLT, THE PLT USED FUEL FROM THE LEFT TANK THEN SWITCH TO THE RIGHT TANK WHICH INDICATED ABOUT 1/2 FULL. A SHORT TIME LATER, AS THE ACFT WAS APPROACHING THE DESTINATION ARPT, THE ENG LOST POWER FROM FUEL EXHAUSTION. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING AN EMERGENCY LANDING JUST SHORT OF THE RWY.

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

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (F) WEATHER CONDITION - UNFAVORABLE WIND
3. (F) WEATHER CONDITION - HIGH WIND
4. (F) ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION

- 5. (C) FLUID,FUEL - EXHAUSTION
- 6. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 7. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	51, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 2, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	10354 hours (Total, all aircraft), 750 hours (Total, this make and model), 10250 hours (Pilot In Command, all aircraft), 160 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5543
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-607
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 4, 1984 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2430 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-540-A1A5
Registered Owner:	DUNES AVIATION	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 1500 ft AGL	Visibility	15 miles
Lowest Ceiling:	Overcast / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FLORENCE , OR (6S2)	Type of Flight Plan Filed:	None
Destination:	(S05)	Type of Clearance:	None
Departure Time:	15:35 Local	Type of Airspace:	Class G

Airport Information

Airport:	BANDON STATE S05	Runway Surface Type:	Asphalt
Airport Elevation:	114 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	2600 ft / 50 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	43.050212,-124.360298(est)

Administrative Information

Investigator In Charge (IIC): Carrera, Candace

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=40149>

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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](#).