



Aviation Investigation Final Report

Location:	MCCALL, Idaho	Accident Number:	SEA85LA170
Date & Time:	July 5, 1985, 08:30 Local	Registration:	N5829P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT WAS DAMAGED DURING A FORCED LANDING IN A FLD FOLLOWING FUEL EXHAUSTION. THE PLT REPORTED HE DEPARTED YELLOW PINE, ID, WITH THE FUEL GAGES INDICATING 1/2. UPON REACHING AN ALT OF 10,000 FT, THE ENG QUIT DUE TO FUEL EXHAUSTION. THE RIGHT FUEL TANK WAS THEN SELECTED AND THE ENG WAS RESTARTED. A LANDING WAS MADE AT CASCADE, ID, TO OBTAIN FUEL, HOWEVER, FUEL WAS NOT AVAILABLE AT THE ARPT. TAKEOFF FROM CASCADE WAS MADE WITH THE FUEL GAGE INDICATING 1/4 FULL. AT AN ALT OF 6,500 FT, 3 MILES FROM MCCALL ARPT, THE ENG QUIT ONCE AGAIN DUE TO FUEL EXHAUSTION AND THE FORCED LANDING RESULTED.

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: DESCENT - NORMAL

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	32, 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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 14, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	806 hours (Total, all aircraft), 65 hours (Total, this make and model), 682 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5829P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	25-910
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-540-A1A5
Registered Owner:	FLOYD BLAMIERS	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:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	YELLOW PINE , ID (3U2)	Type of Flight Plan Filed:	None
Destination:	MCCALL , ID (MYL)	Type of Clearance:	None
Departure Time:	07:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	45.069889,-115.969932(est)

Administrative Information

Investigator In Charge (IIC):	Candace, Carrera
Additional Participating Persons:	T SMITH; SALT LAKE CITY , UT
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=40203

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).