



# Aviation Investigation Final Report

<b>Location:</b>	MERIDIAN, Idaho	<b>Accident Number:</b>	SEA89LA137
<b>Date &amp; Time:</b>	July 20, 1989, 17:25 Local	<b>Registration:</b>	N3700P
<b>Aircraft:</b>	PIPER PA-22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PLT RPRTD HE HAD BEEN HAVING SOME TROUBLE WITH A MAGNETO & WAS GOING TO FLY THE ACFT TO EMMETT, IDAHO FOR ADDITIONAL MAINTENANCE. WHILE EN ROUTE AT 2000 AGL, THE ENG LOST POWER. THE PLT BEGAN AN EMERGENCY LANDING ON A DIRT ROAD. HOWEVER, JUST BEFORE LANDING, THE ACFT HIT A POWER LINE & CRASHED. AN INSPN OF THE ACFT REVEALED THE FUEL SELECTOR WAS POSITIONED TO THE RIGHT TANK, WHICH WAS EMPTY. THE PLT STATED THAT HE WAS SO AWARE OF A POSSIBLE MAGNETO PROBLEM THAT HE DID NOT THINK TO SWITCH FUEL TANKS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO PROPERLY POSITION THE FUEL SELECTOR, WHICH RESULTED IN FUEL STARVATION, HIS FAILURE TO FOLLOW THE EMERGENCY PROCEDURE, AND HIS INADEQUATE VISUAL LOOKOUT (FAILURE TO SEE & AVOID OBSTRUCTIONS). THE POWER LINE WAS A RELATED FACTOR.

## 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

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

3. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

4. (F) OBJECT - WIRE, TRANSMISSION

5. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	November 30, 1987
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	578 hours (Total, all aircraft), 175 hours (Total, this make and model), 578 hours (Pilot In Command, all aircraft), 93 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N3700P
<b>Model/Series:</b>	PA-22 PA-22	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	22-3416
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	UNKNOWN	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	ROBERT H. ELTON	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	30 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	14 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	37°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	NAMPA , ID (S67 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	EMMETT , ID (S78 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	43.589733,-116.419242(est)

## Administrative Information

**Investigator In Charge (IIC):** Mcguire, R

**Additional Participating Persons:** BOB ROUNDTREE; SALT LAKE CITY , UT

**Original Publish Date:** September 30, 1991

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=41052>

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