



# Aviation Investigation Final Report

<b>Location:</b>	LAS VEGAS, Nevada	<b>Accident Number:</b>	SEA90LA118
<b>Date &amp; Time:</b>	June 29, 1990, 14:00 Local	<b>Registration:</b>	N6452P
<b>Aircraft:</b>	PIPER PA-24-250	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

A WHEELS-UP LANDING WAS MADE APPROXIMATELY TWO MILES SHORT OF THE DESTINATION AFTER THE PILOT DECLARED THAT HE WAS OUT OF FUEL. DURING PREFLIGHT, HE HAD USED A DIPSTICK TO CHECK THE FUEL QUANTITY. HOWEVER, HE HAD MISREAD THE DIPSTICK, SINCE THE AIRCRAFT WAS PARKED TAIL-LOW ON AN INCLINE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL EXHAUSTION, DUE TO THE PILOT'S IMPROPER CHECK OF THE FUEL WITH A DIPSTICK BEFORE TAKEOFF, WHICH RESULTED IN AN INADEQUATE SUPPLY OF FUEL.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: CRUISE - NORMAL

### Findings

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

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

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

Findings

4. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	June 8, 1989
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1541 hours (Total, all aircraft), 34 hours (Total, this make and model), 7 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N6452P
<b>Model/Series:</b>	PA-24-250 PA-24-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-1567
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 1, 1990 Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>	48 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3608 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-540-A1C5
<b>Registered Owner:</b>	DONALD W. MORRILL	<b>Rated Power:</b>	250 Horsepower
<b>Operator:</b>		<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>	LAS ,2174 ft msl	<b>Distance from Accident Site:</b>	2 Nautical Miles
<b>Observation Time:</b>	14:50 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	25000 ft AGL	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots / 25 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	43°C / 3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	PANGUITCH , UT (U55 )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>		<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	13:30 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	MCCARRAN LAS	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2174 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	25	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	12636 ft / 150 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<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 Serious	<b>Latitude, Longitude:</b>	36.150501,-115.109313(est)

## Administrative Information

**Investigator In Charge (IIC):** Stockhill, Michael

**Additional Participating Persons:** GENE CORDELL;

**Original Publish Date:** December 15, 1992

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=41226>

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