



Aviation Investigation Final Report

Location:	BURNS, Oregon	Accident Number:	SEA90LA153
Date & Time:	August 1, 1990, 14:00 Local	Registration:	N681M
Aircraft:	PIPER PA-23-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

THE ACFT, INACTIVE FOR 8 YEARS, WAS BEING FERRIED TO THE PILOTS FACILITIES FOR REBUILD. WHILE IN CRUISE FLT, THE RT ENG QUIT AND THE PROP WOULD NOT FEATHER. THE ACFT WOULD NOT MAINT ALT IN THAT CONFIGURATION AND THE PILOT BEGAN A FORCED LANDING, DURING WHICH THE LEFT ENG QUIT. THE ACFT IMPACTED SOFT TERRAIN, COLLAPSING THE LDG GEAR, AND DAMAGING THE LOWER FUSELAGE. THE LAST ANNUAL INSPECTION WAS IN 1982. THE FEERY PERMIT ISSUED FOR THE FLT EXPIRED 2 WEEKS BEFORE THE FLT. A FUEL TANK WAS CHANGED BEFORE THE FLT & THE PILOT APPLIED TAPE ON THE FILLER CAP. POST ACCIDENT EXAM OF THE ACFT FUEL SYSTEM REVEALED THE LEFT FUEL TANKS WERE EMPTY AND THE RT OUTBOARD TANK LINE WAS BLOCKED. THE RT OUTBOARD TANK WAS SELECTED WHEN THE RT ENG QUIT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF ENGINE POWER DUE TO A BLOCKED FUEL LINE AND THE OPERATION OF THE AIRCRAFT IN AN NON-AIRWORTHY CONDITION BY THE PIC.

Findings

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

Findings

1. 2 ENGINES
2. (C) FUEL SYSTEM,LINE - BLOCKED(PARTIAL)
3. (C) MAINTENANCE,INSPECTION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT

Findings

4. (C) PROPELLER SYSTEM/ACCESSORIES,FEATHERING SYSTEM - INOPERATIVE

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Factual Information

Pilot Information

Certificate:	Commercial	Age:	56, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-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:	May 30, 1990
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3000 hours (Total, all aircraft), 4 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N681M
Model/Series:	PA-23-250 PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	27-20
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	June 28, 1990 Unknown	Certified Max Gross Wt.:	4800 lbs
Time Since Last Inspection:	4 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4616 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-540-A1B5
Registered Owner:	DORTHEA M. SMITH	Rated Power:	250 Horsepower
Operator:	ROBERT M. BRIGGS	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:	BNO ,4141 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	15:49 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	40 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HERMISTON , OR (S22)	Type of Flight Plan Filed:	None
Destination:	JACKSON , CA (070)	Type of Clearance:	None
Departure Time:	12:00 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 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	43.590663,-118.889244(est)

Administrative Information

Investigator In Charge (IIC):	Mangum, Prentiss
Additional Participating Persons:	GORDON READ; HILLSBORO , OR
Original Publish Date:	November 9, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=41255

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