



Aviation Investigation Final Report

Location:	BUTTE, Montana	Accident Number:	SEA91FA073
Date & Time:	March 28, 1991, 17:36 Local	Registration:	N7133Y
Aircraft:	PIPER PA-30	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT OF THE PIPER PA-30 DECLARED AN EMERGENCY AFTER FAILURE OF BOTH ENGINES, AFTER THREE ILS APPROACH ATTEMPTS. DURING THE LANDING AFTER HIS EMERGENCY DESCENT, THE RIGHT WING-TIP STRUCK THE SNOW-COVERED SURFACE AND THE AIRCRAFT SLID TO A STOP SIDWAYS. A TOTAL OF 10.75 GALLONS OF FUEL REMAINED IN THE AIRCRAFT. THE AIRCRAFT HAD BEEN ALOFT APPROXIMATELY 5.25 HOURS. WEATHER AT THE DESTINATION AIRPORT WAS VFR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE INFLIGHT DECISIONS, FUEL STARVATION, AND FAILURE TO PERFORM ALTERNATIVE IFR APPROACH PROCEDURES. FACTORS INCLUDE OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT, DISORIENTATION, AND LACK OF FAMILIARITY WITH THE GEOGRAPHIC AREA.

Findings

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

Findings

1. 2 ENGINES
2. (C) FLUID,FUEL - STARVATION

3. (C) FUEL SUPPLY - NOT USED - PILOT IN COMMAND
4. (F) COMM/NAV EQUIPMENT, GLIDE SLOPE RECEIVER - FLUCTUATING
5. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
6. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
7. (F) BECAME LOST/DISORIENTED - PILOT IN COMMAND
8. INCAPACITATION (ANOXIA/HYPOXIA) - PILOT IN COMMAND
9. (C) IFR PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
10. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
11. (C) IN-FLIGHT PLANNING/DECISION - 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

Findings

12. UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	33, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 6, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	555 hours (Total, all aircraft), 68 hours (Total, this make and model), 314 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7133Y
Model/Series:	PA-30 PA-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	30-155
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	0 Hrs	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-320-B1A
Registered Owner:	MICHAEL LYNN HELING	Rated Power:	160 Horsepower
Operator:	MICHAEL LYNN HELING	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:	BTM ,5545 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	17:33 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Unknown	Visibility	5 miles
Lowest Ceiling:	Broken / 4500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	N/A - Showers - Snow		
Departure Point:	BISMARK , ND (BIS)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	12:48 Local	Type of Airspace:	

Airport Information

Airport:	BERT MOONEY BTM	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	ILS
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Serious	Latitude, Longitude:	45.999595,-112.440811(est)

Administrative Information

Investigator In Charge (IIC):	Stockhill, Michael
Additional Participating Persons:	PAUL FLOOD; HELENA , MT PAUL LEHMAN;
Original Publish Date:	July 13, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=41310

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