



Aviation Investigation Final Report

Location:	EVERETT, Washington	Accident Number:	SEA92FA024
Date & Time:	November 29, 1991, 18:30 Local	Registration:	CFKTQ
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PIPER PA-24-250 COLLIDED WITH SLOPING TERRAIN SHORT OF THE RUNWAY WHILE ATTEMPTING A FORCED LANDING. THE PILOTS HAD BEEN USING A FLASHLIGHT IN LIEU OF INSTRUMENT PANEL LIGHTING. ACCORDING TO NORMAL FUEL CONSUMPTION CALCULATIONS, AT LEAST 1.5 HOURS OF FUEL SHOULD HAVE REMAINED AT THE TIME OF THE ACCIDENT. THE FUEL SYSTEM OF THIS AIRCRAFT WAS MODIFIED FROM STANDARD IN THAT WINGTIP FUEL TANKS HAD BEEN INSTALLED, WITH TWO FUEL SELECTORS RATHER THAN ONE. THE RIGHT MAIN FUEL TANK WAS SELECTED ON, THE LEFT SELECTOR WAS OFF, THE FUEL SEDIMENT BOWL WAS BROKEN, AND THE WRECKAGE WAS FOUND ON A SLOPE, ALLOWING REMAINING FUEL TO BE DRAINED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL STARVATION DUE TO IMPROPER PROCEDURES BY THE PILOT-IN-COMMAND. FACTORS INCLUDE LACK OF FAMILIARITY WITH THE AIRCRAFT, NON-FUNCTIONING FLIGHT COMPARTMENT LIGHTS, AND NON-SUITABLE TERRAIN.

Findings

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

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
3. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. (F) FLIGHT COMPARTMENT LIGHT(S) - INOPERATIVE

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

5. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

Pilot Information

Certificate:	Private	Age:	65, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 1, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1358 hours (Total, all aircraft), 18 hours (Total, this make and model), 1313 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	CFKTQ
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-295
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	November 21, 1991 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2393 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-540-A1A5
Registered Owner:	FRASER, DAVID C.	Rated Power:	250 Horsepower
Operator:	FRASER, DAVID C.	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:	Night/dark
Observation Facility, Elevation:	PAE ,606 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	18:45 Local	Direction from Accident Site:	160°
Lowest Cloud Condition:	Scattered / 20000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GRANTS PASS , OR (3S8)	Type of Flight Plan Filed:	None
Destination:	BELLINGHAM , WA (BLI)	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	PAINE FIELD PAE	Runway Surface Type:	
Airport Elevation:	606 ft msl	Runway Surface Condition:	
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	9010 ft / 150 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	47.98011,-122.20079(est)

Administrative Information

Investigator In Charge (IIC):	Stockhill, Michael
Additional Participating Persons:	FRANK BENEDICT; RENTON , WA
Original Publish Date:	May 3, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=41564

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