



Aviation Investigation Final Report

Location:	BELT, Montana	Accident Number:	SEA92LA017
Date & Time:	November 14, 1991, 09:20 Local	Registration:	N6072P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT HE RETARDED THE THROTTLE SETTING TO EXTEND THE GEAR, BUT GOT NO RESPONSE WHEN HE TRIED TO INCREASE THE POWER AFTER THE GEAR WAS EXTENDED. HE WAS UNABLE TO REACH THE AIRSTRIP AND LANDED IN AN OPEN FIELD. DURING THE LANDING, THE GEAR COLLAPSED AND THE AIRCRAFT WAS DAMAGED. AN EXAM OF THE FUEL SYSTEM REVEALED THAT THE VENT FOR THE LEFT TANK WAS BLOCKED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A BLOCKED FUEL VENT AND AN INADEQUATE PREFLIGHT INSPECTION, WHICH RESULTED IN FUEL STARVATION.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. (C) FLUID,FUEL - STARVATION
 2. (C) FUEL SYSTEM,VENT - BLOCKED(TOTAL)
 3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: COMPLETE GEAR COLLAPSED
Phase of Operation: LANDING

Findings

4. LANDING GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 11, 1990
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	600 hours (Total, all aircraft), 525 hours (Total, this make and model), 600 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6072P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1168
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-540-A1A5
Registered Owner:	MARTIN A. DAWSON	Rated Power:	250 Horsepower
Operator:	MARTIN A. DAWSON	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:	GTF ,3674 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	08:50 Local	Direction from Accident Site:	277°
Lowest Cloud Condition:	Clear	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BELT , MT (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:50 Local	Type of Airspace:	

Airport Information

Airport:	DAWSON RANCH NONE	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:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	47.260978,-110.87001(est)

Administrative Information

Investigator In Charge (IIC):	Mangum, Prentiss
Additional Participating Persons:	JIM BINION; HELENA , MT
Original Publish Date:	May 3, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=41609

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).