



Aviation Investigation Final Report

Location:	BIG DELTA, Alaska	Accident Number:	ANC84LA084
Date & Time:	June 5, 1984, 20:30 Local	Registration:	N8510C
Aircraft:	PIPER PA-20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT SWITCHED THE TANK SELECTOR WHILE CRUISING IN FLT AND THE ENGINE QUIT. HE SAID HE THEN PRIMED THE ENGINE AND TRIED TO START IT, BUT FAILED. A FORCED LANDING WAS MADE & THE ACFT NOSED OVER. AFTER THE ACCIDENT, THE ACFT WAS RIGHTED, THE TANK SELECTOR WAS APPROPRIATELY CHANGED & THE ENGINE WAS STARTED & RAN NORMALLY. THE INVESTIGATION DISCLOSED THAT THE FUEL SELECTOR WAS PROPERLY LABELED AND OPERATED NORMALLY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING

Findings

3. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Private	Age:	35, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 4, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	95 hours (Total, all aircraft), 30 hours (Total, this make and model), 95 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8510C
Model/Series:	PA-20 PA-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-1225
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	December 21, 1983 Annual	Certified Max Gross Wt.:	1850 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2059 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-290-D2
Registered Owner:	JON W. DUFENDACH	Rated Power:	135 Horsepower
Operator:	JAMES MOSER	Operating Certificate(s) Held:	
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:	BIG ,1277 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	19:57 Local	Direction from Accident Site:	306°
Lowest Cloud Condition:	Scattered / 8000 ft AGL	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	20°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DELTA JUNCTION , AK (25AK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	63.700141,-144.890609(est)

Administrative Information

Investigator In Charge (IIC): Mickle, Ronald

Additional Participating Persons: JOHNNIE L WALLACE; FAIRBANKS , AK

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4298>

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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](#).