Aviation Investigation Final Report

Location:	NAPA, California	**Accident Number:**	LAX00LA085
Date & Time:	January 30, 2000, 14:36 Local	**Registration:**	N65FD
Aircraft:	Siai-Marchetti SF260	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The pilot planned a nonstop flight from Phoenix, Arizona, to Napa, California. Approaching Napa, he realized that his airplane was low on fuel, but he did not so advise control tower personnel. The pilot entered the traffic pattern and while on base leg experienced fuel exhaustion. Unable to glide to the airport, the airplane came to rest in a rough field about 300 yards short of the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Fuel exhaustion due to the pilot's inadequate en route fuel consumption calculations.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings
1. (C) FLUID,FUEL - EXHAUSTION
2. (C) FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
3. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

On January 30, 2000, about 1436 hours Pacific standard time, a Siai-Marchetti SF260, N65FD, operated by the owner-pilot, experienced a total loss of engine power during a business flight approaching the Napa Airport, Napa, California. The pilot made a forced landing in a rough field about 300 yards short of runway 18R. During rollout the airplane encountered soft terrain and was substantially damaged. Neither the commercial pilot nor the passenger was injured. Visual meteorological conditions prevailed. An instrument flight rules flight plan had been filed, and was cancelled prior to the accident. The flight was performed under 14 CFR Part 91. The pilot reported that the flight originated from Phoenix, Arizona, about 0920 mountain standard time.

The pilot indicated to the National Transportation Safety Board investigator that while en route he monitored the rate of fuel usage for the planned nonstop flight to Napa. He stated that approaching Napa he was aware the airplane was low on fuel. He did not advise the Napa air traffic control personnel of his fuel status. All engine power was suddenly lost while on the base leg of the traffic pattern, about 500 feet above ground level. The pilot additionally indicated that he switched fuel tanks and the engine ran for a couple of seconds before stopping again.

Pilot Information

Certificate:	Commercial	**Age:**	37,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Right
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	October 19, 1999
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	698 hours (Total, all aircraft), 37 hours (Total, this make and model), 596 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Siai-Marchetti	**Registration:**	N65FD
Model/Series:	SF260 SF260	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Aerobatic; Normal	**Serial Number:**	723
Landing Gear Type:	Retractable - Tricycle	**Seats:**	3
Date/Type of Last Inspection:	September 1, 1999 Annual	**Certified Max Gross Wt.:**	2430 lbs
Time Since Last Inspection:	50 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	2025 Hrs	**Engine Manufacturer:**	Lycoming
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	O-540-E4A5
Registered Owner:	MACH 1 MOTORSPORTS, INC.	**Rated Power:**	260 Horsepower
Operator:	GREG E. HOLBROOK	**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:	APC ,33 ft msl	**Distance from Accident Site:**	1 Nautical Miles
Observation Time:	14:54 Local	**Direction from Accident Site:**	180°
Lowest Cloud Condition:	Scattered / 3500 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	Broken / 6000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	17 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	250°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	57°C / 46°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PHOENIX , AZ (PHX)	**Type of Flight Plan Filed:**	None
Destination:	(APC)	**Type of Clearance:**	VFR
Departure Time:	09:20 Local	**Type of Airspace:**	Class D

Airport Information

Airport:	NAPA APC	**Runway Surface Type:**	Asphalt
Airport Elevation:	33 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	18R	**IFR Approach:**	None
Runway Length/Width:	5931 ft / 150 ft	**VFR Approach/Landing:**	Forced landing;Full stop;Traffic pattern

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:**	38.250339,-122.310462(est)

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	DEL PATNO; SACRAMENTO , CA
Original Publish Date:	October 9, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=48580