



# Aviation Investigation Final Report

<b>Location:</b>	Sedalia, Missouri	<b>Accident Number:</b>	CEN14CA459
<b>Date &amp; Time:</b>	August 25, 2014, 17:00 Local	<b>Registration:</b>	N532DR
<b>Aircraft:</b>	Piper PA 32R-301T	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

During the approach to land, the engine "missed a few times and stopped." The pilot began to trouble shoot the loss of engine power and prepare for a forced landing. He stated that when he checked the fuel selector valve, it moved further to the left which surprised him. During a forced landing to a field the nose wheel collapsed and the left wing was substantially damaged. The fuel selector valve was found in the "off" position. The right-wing fuel tank contained ½ gallon or less of fuel and the left-wing fuel tank contained 36 to 37 gallons of fuel. After the airplane was recovered from the field, fuel was added to the fuel tanks. The engine started without hesitation and ran for several minutes at various power settings without any anomalies or issues. An examination of the remaining airplane, engine, and fuel-related systems revealed no mechanical anomalies.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power due to fuel starvation.

### Findings

<b>Aircraft</b>	Fuel - Fluid management
<b>Aircraft</b>	Fuel - Fluid level
<b>Personnel issues</b>	Use of equip/system - Pilot
<b>Aircraft</b>	Fuel selector/shutoff valve - Incorrect use/operation

## Factual Information

### History of Flight

<b>Approach</b>	Loss of engine power (total) (Defining event)
<b>Approach</b>	Fuel starvation

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	63
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	February 28, 2013
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	April 11, 2014
<b>Flight Time:</b>	550 hours (Total, all aircraft), 65 hours (Total, this make and model), 517 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N532DR
<b>Model/Series:</b>	PA 32R-301T 301T	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1998	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3257060
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	August 23, 2014 Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1021.5 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	TIO-540-AHIA
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dawn
<b>Observation Facility, Elevation:</b>	KDMO	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	16:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	200°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.96 inches Hg	<b>Temperature/Dew Point:</b>	35°C / 20°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Midland, MI (IKW)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Sedalia, MO (DMO)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Sedalia Regional Airport KDMO	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	909 ft msl	<b>Runway Surface Condition:</b>	Rough;Vegetation
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	38.738609,-93.160835(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Rodi, Jennifer
<b>Additional Participating Persons:</b>	Rod McLaughlin; Federal Aviation Administration; Kansas City, MO
<b>Original Publish Date:</b>	October 9, 2014
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=89962">https://data.nts.gov/Docket?ProjectID=89962</a>

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