



Aviation Investigation Final Report

Location:	Salisbury, North Carolina	Accident Number:	ERA16CA011
Date & Time:	October 12, 2015, 21:30 Local	Registration:	N300KG
Aircraft:	Piper PA-32RT-300T	Aircraft Damage:	Substantial
Defining Event:	Fuel starvation	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated he had an uneventful cross-country flight and on the downwind leg of the destination airport traffic pattern, he switched the fuel selector from the right tank to the left tank and turned on the boost pump. While on short final approach, the engine started losing power as the airplane was approximately 75 feet above ground level. The airplane subsequently impacted terrain about 600 feet short of the runway and came to rest upright. The pilot further stated that at the time of the engine power loss, he pushed all the controls, mixture, propeller, and throttle full forward and the engine rpm started to increase, but then quickly decreased again. The pilot then shut-off the master switch and walked to the fixed based operator to get help. He then walked back to the airplane, shut the ignition off and took his keys and headset out of the airplane. The pilot added that he did not touch the fuel selector.

Examination of the wreckage by a Federal Aviation Administration inspector revealed damage to the wings, landing gear, and stabilator. The inspector also noted that although adequate fuel remained in both fuel tanks, the airplane fuel selector was in the "off" position. The pilot further reported that there were no preimpact mechanical malfunctions with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent switching of the fuel selector to the "off" position on final approach, which resulted in a total loss of engine power due to fuel starvation.

Findings

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

Factual Information

History of Flight

Approach-VFR pattern final	Fuel starvation (Defining event)
Approach-VFR pattern final	Loss of engine power (total)
Emergency descent	Off-field or emergency landing
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	48
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	October 2, 2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 13, 2015
Flight Time:	(Estimated) 1620 hours (Total, all aircraft), 1049 hours (Total, this make and model), 1557 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N300KG
Model/Series:	PA-32RT-300T	Aircraft Category:	Airplane
Year of Manufacture:	1978	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R-7985040
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	June 10, 2015 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5406.6 Hrs as of last inspection	Engine Manufacturer:	Lycomong
ELT:	C91A installed, not activated	Engine Model/Series:	IO-540-K1G5D
Registered Owner:	GRIGGS R KEVIN	Rated Power:	300 Horsepower
Operator:	GRIGGS R KEVIN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KRUQ, 773 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	21:35 Local	Direction from Accident Site:	54°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.79 inches Hg	Temperature/Dew Point:	17°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Columbia, SC (CUB)	Type of Flight Plan Filed:	IFR
Destination:	Salisbury, NC (RUQ)	Type of Clearance:	IFR
Departure Time:	20:43 Local	Type of Airspace:	Class E

Airport Information

Airport:	ROWAN COUNTY RUQ	Runway Surface Type:	Asphalt
Airport Elevation:	772 ft msl	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	5501 ft / 100 ft	VFR Approach/Landing:	Forced 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:	35.645832,-80.520278(est)

Administrative Information

Investigator In Charge (IIC):	Boggs, Daniel
Additional Participating Persons:	Neal Brandt; FAA FSDO EA-68; Charlotte, NC
Original Publish Date:	December 3, 2015
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=92158

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