



Aviation Investigation Final Report

Location:	Llano, Texas	Accident Number:	GAA17CA233
Date & Time:	April 11, 2017, 21:52 Local	Registration:	N461RL
Aircraft:	Piper PA 34	Aircraft Damage:	Substantial
Defining Event:	Fuel exhaustion	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot in the multiengine, retractable-gear-equipped airplane reported that he was flying in instrument meteorological conditions and leveled off at 8,000 ft mean sea level. He began to configure the airplane for cruise flight, and he realized that the right engine cross-feed fuel selector was positioned for the left tank. The left tank fuel indicator displayed empty, and the right fuel indicator displayed 45 gallons remaining. He believed that the fuel indicators had malfunctioned, and he established an approach to a nearby highway intersection. The pilot landed with the landing gear stowed on the asphalt highway. The airplane sustained substantial damage to the lower fuselage longerons.

Per the National Transportation Safety Board Pilot Aircraft Accident Report, the pilot reported that he became complacent during the flight and vowed to use a checklist in the future. The pilot has coordinated with his local Federal Aviation Administration Safety Team to help prevent similar accidents from occurring in the future.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's complacency during the en route phase of flight, which resulted in fuel mismanagement and a subsequent gear-up landing.

Findings

Aircraft	Fuel - Fluid management
Personnel issues	Use of equip/system - Pilot
Personnel issues	Task monitoring/vigilance - Pilot
Personnel issues	Complacency - Pilot

Factual Information

History of Flight

Enroute	Fuel exhaustion (Defining event)
Landing-landing roll	Landing gear not configured

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	47, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	September 26, 2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 31, 2017
Flight Time:	(Estimated) 5735 hours (Total, all aircraft), 27 hours (Total, this make and model), 5621 hours (Pilot In Command, all aircraft), 136.8 hours (Last 90 days, all aircraft), 54.2 hours (Last 30 days, all aircraft), 4.6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N461RL
Model/Series:	PA 34 200T	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-8170001
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	August 5, 2016 Annual	Certified Max Gross Wt.:	4750 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	5021.5 Hrs as of last inspection	Engine Manufacturer:	Teledyne Continental
ELT:	C91 installed, not activated	Engine Model/Series:	TSIO360EB1
Registered Owner:	CLAIBORNE AVIATION LLC	Rated Power:	220 Horsepower
Operator:	CLAIBORNE AVIATION LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night
Observation Facility, Elevation:	KAQO,1102 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	02:50 Local	Direction from Accident Site:	264°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 1800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	18°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Horseshoe Bay, TX (KDZB)	Type of Flight Plan Filed:	IFR
Destination:	San Angelo, TX (KJST)	Type of Clearance:	IFR
Departure Time:	21:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	LLANO MUNI AQO	Runway Surface Type:	Dirt
Airport Elevation:	1101 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.784166,-98.660003(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Ramon Reyes; FAA; San Antonio, TX
Original Publish Date:	October 31, 2017
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=95009

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