



National Transportation Safety Board Aviation Accident Final Report

Location:	SPARKS, NV	Accident Number:	SEA85FA198
Date & Time:	08/15/1985, 2247 PDT	Registration:	N27476
Aircraft:	PIPER PA-31-350	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

ACFT EXHAUSTED FUEL ENROUTE TO DESTINATION DURING CROSS COUNTRY NIGHT FLIGHT. PLT ADVISED ATCT OF LOSS OF ENGINES ABOUT 20 MILES OUT. PLT MADE DEADSTICK LANDING ON HWY, STRUCK BRIDGE DIVIDER. NO FIRE OR REPORTED INJURES. INSPECTION DISCLOSED DRY FUEL TANKS.

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

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (F) FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	50, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/24/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5244 hours (Total, all aircraft), 105 hours (Total, this make and model), 5019 hours (Pilot In Command, all aircraft), 199 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N27476
Model/Series:	PA-31-350 PA-31-350	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	317852022
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	07/10/1985, Continuous Airworthiness	Certified Max Gross Wt.:	7000 lbs
Time Since Last Inspection:	40 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1926 Hours	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	T10540J2VD
Registered Owner:	DESERT LEASING, CORP.	Rated Power:	350 hp
Operator:	WILLIAM HUTT	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	VIKING AVIATION	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	RNO, 4412 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	2257 PDT	Direction from Accident Site:	200°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	12 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24° C / 4° C
Precipitation and Obscuration:			
Departure Point:	ELY, NV (ELY)	Type of Flight Plan Filed:	None
Destination:	RENO, NV (RNO)	Type of Clearance:	None
Departure Time:	2124 PDT	Type of Airspace:	Class D

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WALLACE STRIPLING	Report Date:	
Additional Participating Persons:	W. G SPOONER; RENO, NV		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).