



National Transportation Safety Board Aviation Accident Final Report

Location:	FORT SMITH, AR	Accident Number:	FTW83LA413
Date & Time:	09/02/1983, 2101 CDT	Registration:	N3594G
Aircraft:	PIPER PA-31-350	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE ACFT HAD DEPARTED LAREDO, TX, ON A FLT TO FT SMITH, AR, WITH AN INTERMEDIATE STOP AT BRINKLEY, AR. THE FUEL TANKS WERE 'TOPPED' AT LAREDO, BUT NO FUEL WAS ADDED AT BRINKLEY. DURING ARRIVAL AT FT SMITH, THE PLT DECLARED AN EMERGENCY FOR 'EXTREMELY LOW FUEL.' HE WAS CLEARED FOR A STRAIGHT-IN APCH. VERY SHORTLY AFTER THAT, BOTH ENGS BEGAN RUNNING ROUGH WITH BOTH FUEL BOOST PUMP LIGHTS ILLUMINATED. THE PLT INFORMED THE TOWER THAT HE WOULD NOT BE ABLE TO REACH THE ARPT. HE SELECTED A DARK UNPOPULATED AREA TO LAND & EXTENDED THE GEAR. WHEN HE TURNED ON THE LANDING LIGHTS, HE REALIZE HE HAD SELECTED A WOODED AREA. THE ACFT WAS DESTROYED AFTER IMPACTING TREES. THE PLT HAD BEGUN THE 1ST OF 6 FLT AT 0608 CDT & HAD GOTTEN VERY LITTLE SLEEP THE PRECEEDING NIGHT.

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: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. (C) FLUID,FUEL - EXHAUSTION
 3. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 4. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE
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Occurrence #2: FORCED LANDING

Phase of Operation: LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) LIGHT CONDITION - DARK NIGHT
6. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/03/1983
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	6107 hours (Total, all aircraft), 724 hours (Total, this make and model), 5952 hours (Pilot In Command, all aircraft), 159 hours (Last 90 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3594G
Model/Series:	PA-31-350 PA-31-350	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	31-8052089
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	08/15/1983, 100 Hour	Certified Max Gross Wt.:	7000 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	1308 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	TIO-540-J2BD
Registered Owner:	FARRELL COOPER MINING CO.	Rated Power:	350 hp
Operator:	FARRELL COOPER MINING CO.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31 °C
Precipitation and Obscuration:			
Departure Point:	BRINKLEY, AR (M36)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	2010 CDT	Type of Airspace:	Class D

Airport Information

Airport:	FORT SMITH MUNI. (F&M)	Runway Surface Type:	Asphalt
Airport Elevation:	468 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	8000 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	T. D MCFALL	Report Date:	
Additional Participating Persons:			
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).