



National Transportation Safety Board Aviation Accident Final Report

Location:	PRESIDIO, TX	Accident Number:	FTW84LA133
Date & Time:	02/15/1984, 1240 CST	Registration:	N3PN
Aircraft:	PIPER PA-31P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Serious, 4 Minor

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

DURING A X-COUNTRY FLT THE PLT COULD NOT LOCATE A REFUELING STOP AND LANDED 100 MILES AWAY. NO REFUELING WAS ACCOMPLISHED AND HE DECIDED TO GO ON TO HIS DESTINATION WITH THE FUEL REMAINING. ENROUTE HIS RIGHT ENGINE COUGHED AND HE REALIZED HE WAS RUNNING OUT OF FUEL. AFTER SWITCHING TO CROSSFEED NORMAL ENGINE OPERATION WAS RESTORED. EVEN THOUGH HE WAS ONLY ABOUT 3 MILES FROM HIS DESTINATION HE DECIDED TO LAND ON A 4000 FT DIRT AGRICULTURAL AIRSTRIP WHICH HE SAW DIRECTLY BELOW HIM. HE FORCED THE ACFT DOWN AND LANDED DOWNWIND AT HIGH SPEED ABOUT MIDWAY DOWN THE RWY. THE ACFT DID NOT STOP ON THE RWY AND OVERRAN INTO A DIRT BANK AND A FENCE. THE LANDING GEAR WAS KNOCKED OFF AND THE ACFT BECAME AIRBORNE FOR 700 MORE FT BEFORE IMPACTING AND TUMBLING. THE ACFT CAME TO REST INVERTED ABOUT 825 FT PAST THE DIRT BANK. A FIRE DEVELOPED IN THE LEFT WING AND CONSUMED MOST OF THE AREA IN THE VICINITY OF THE LEFT FUEL TANK OUTBOARD OF THE LEFT ENGINE. THE PLT STATED THAT THERE WERE NO MALFUNCTIONS OF THE ACFT OR SYSTEMS.

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(PARTIAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) FLUID,FUEL - STARVATION
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (C) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
4. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. (C) PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

7. (F) WEATHER CONDITION - TAILWIND
8. (C) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
9. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
10. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
11. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #4: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

12. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/15/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3207 hours (Total, all aircraft), 500 hours (Total, this make and model), 36 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3PN
Model/Series:	PA-31P PA-31P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	31P-70
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	08/01/1983, 100 Hour	Certified Max Gross Wt.:	6500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	2014 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	TIGO-541-E1A
Registered Owner:	THOMAS L. PARKER	Rated Power:	425 hp
Operator:	THOMAS L. PARKER	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
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	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	PRECIDIO, TX (TX07)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious, 4 Minor	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 4 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JASPER O JOHNSON	Report Date:	
Additional Participating Persons:	BILL ROBINSON; LUBBOCK, TX		
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/ .		

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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](#).