



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MESA, AZ	<b>Accident Number:</b>	LAX85LA257
<b>Date &amp; Time:</b>	05/13/1985, 1943 MST	<b>Registration:</b>	N4661V
<b>Aircraft:</b>	CESSNA T303	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious

**Flight Conducted Under:** Part 91: General Aviation - Positioning

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## Analysis

PLT TOOK OFF FROM SCOTTSDALE AT 1934 MST FOR A 13 NM FLT TO REPOSITION THE ACFT TO HOME BASE. WITHIN MINUTES THE PLT ADVISED ATC THAT HE WAS 6 MI OUT WITH MINIMUM FUEL AND REQUESTED NO DELAY. HE THEN ASKED FOR CLEARANCE TO RWY 22R AND WAS CLEARED TO LAND ON RWY 22R, AT 1943 MST THE PLT ADVISED THE TWR THAT HE WAS NOT GOING TO MAKE THE RWY. BOTH ENGS HAD STOPPED DUE TO FUEL EXHAUSTION AND THE PLT MADE A FORCED LANDING 1/4 MILE FROM THE APCH END OF RWY 22R IN A LEVEL DIRT AREA. THE PLT REPORTED THE ACFT CONTAINED 120 LBS OF FUEL UPON DEPARTURE FROM SCOTTSDALE AND NO LOW FUEL WARNING WAS RECEIVED. THE PLT'S OPERATING HANDBOOK STATES THE LOW FUEL WARNING LIGHT SHOULD ILLUMINATE WHEN THERE IS LESS THAN 60 GALLONS OF FUEL IN EITHER TANK OR WHEN THERE IS LESS THAN 120 GALLONS TOTAL FUEL ON BOARD. THE MANUAL ALSO STATED THE ACFT BURNS 170 GPH AT 70 PERCENT POWER.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  2. (F) FLUID,FUEL - EXHAUSTION
  3. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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

### Findings

4. (F) TERRAIN CONDITION - OPEN FIELD
5. (F) LIGHT CONDITION - DUSK

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	03/25/1985
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2665 hours (Total, all aircraft), 32 hours (Total, this make and model), 45 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N4661V
<b>Model/Series:</b>	T303 T303	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	T30300276
<b>Landing Gear Type:</b>	Retractable -	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	12/01/1984, Annual	<b>Certified Max Gross Wt.:</b>	5150 lbs
<b>Time Since Last Inspection:</b>	59 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	59 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TSIO-520-AE
<b>Registered Owner:</b>	SUPERSTITION AIR SERVICE	<b>Rated Power:</b>	250 hp
<b>Operator:</b>	SUPERSTITION AIR SERVICE	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	FFZ, 1393 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1945 MST	Direction from Accident Site:	220°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SCOTTSDALE, AZ (SDL)	Type of Flight Plan Filed:	None
Destination:	MESA, AZ (FFZ)	Type of Clearance:	
Departure Time:	1934 MST	Type of Airspace:	

## Airport Information

Airport:	FALCON FLD. (FFZ)	Runway Surface Type:	
Airport Elevation:	1393 ft	Runway Surface Condition:	
Runway Used:	22R	IFR Approach:	
Runway Length/Width:	3800 ft / 75 ft	VFR Approach/Landing:	

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	ALAN A CRAWFORD	Report Date:	
Additional Participating Persons:	OSCAR CULP; FHOENIX, AZ		
Publish Date:	08/03/2011		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).