



National Transportation Safety Board Aviation Accident Final Report

Location:	Chandler, AZ	Accident Number:	LAX07CA182
Date & Time:	06/01/2007, 1600 PDT	Registration:	N8688K
Aircraft:	Cessna 340A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

While on downwind the airplane experienced a loss of engine power and collided with houses and other obstacles during a forced landing on a residential neighborhood street. The pilot stated that he took off to troubleshoot a landing gear anomaly. He departed the airport area to the south. He cycled the landing gear and upon getting questionable indications in the cockpit of gear position he requested another aircraft confirm his landing gear configuration. Once he got the confirmation that all three wheels were down he proceeded back to the airport. About 2 miles away and approximately 1,800 feet agl the right engine began to lose power. He troubleshooted the engine by attempting a restart, cycling the fuel pump off then on, and selected the right auxiliary fuel tank. The right engine did regain some power. He had lost some altitude during the process of troubleshooting the engine. He raised the landing gear to reduce drag, and entered right hand traffic for runway 17. At this point the left engine lost power, the airplane turned left, and he entered a descent to help maintain airspeed. He put the left propeller in feather, and switched to a new fuel tank, but the engine did not regain power. He did not have any altitude to exchange for airspeed and steered the airplane towards a clear residential street. The airplane impacted the roofs of at least two houses before colliding with the street. The pilot egressed through the rear of the airplane. An FAA inspector that examined the airplane wreckage stated that there was very little evidence of fuel onboard the airplane. The pilot stated that the left engine had failed due to fuel starvation and that he had fuel onboard but it was not in the right places.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: fuel starvation due to the pilot's failure to adequately manage and monitor his fuel supply.

Findings

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

Findings

1. ALL ENGINES
 2. (C) FLUID,FUEL - STARVATION
 3. (C) FUEL MANAGEMENT - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

4. TERRAIN CONDITION - RESIDENTIAL AREA
5. OBJECT - RESIDENCE

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	27, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 1	Last FAA Medical Exam:	02/01/2007
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2799 hours (Total, all aircraft), 62 hours (Total, this make and model), 102 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8688K
Model/Series:	340A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	340A0619
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	02/01/2007, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	4790.2 Hours as of last inspection	Engine Manufacturer:	Teledyne-Continental
ELT:	Installed	Engine Model/Series:	TSIO-520-NB
Registered Owner:	Steve Posluszny	Rated Power:	
Operator:	Steve Posluszny	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KCHD	Distance from Accident Site:	
Observation Time:	1547 PDT	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.69 inches Hg	Temperature/Dew Point:	38° C / -3° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chandler, AZ (KP19)	Type of Flight Plan Filed:	None
Destination:	Chandler, AZ (KP19)	Type of Clearance:	VFR
Departure Time:	PDT	Type of Airspace:	

Airport Information

Airport:	Stellar Airpark (KP19)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3913 ft / 60 ft	VFR Approach/Landing:	Forced Landing; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	33.309167, -111.925833

Administrative Information

Investigator In Charge (IIC):	Van S McKenny	Report Date:	07/25/2007
Additional Participating Persons:	Peter Kelly; Federal Aviation Administration; Scottsdale, AZ		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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](#).