



# Aviation Investigation Final Report

<b>Location:</b>	Bullhead City, Arizona	<b>Accident Number:</b>	WPR23LA125
<b>Date &amp; Time:</b>	March 6, 2023, 19:45 Local	<b>Registration:</b>	N4PZ
<b>Aircraft:</b>	ROCKWELL INTERNATIONAL AC 690A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Fuel exhaustion	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that while enroute, a low fuel level annunciation occurred. The pilot subsequently prepared to divert to a nearby airport due to low fuel. Within 2 minutes the left engine shut down, followed by the right. The pilot asked air traffic control for vectors to the nearest airport. The sky conditions were clear with no moon, no horizon and no terrain feature visible. While approaching the airport at approximately 2,000 feet above the runway, the airport runway lighting turned off. The pilot was unable to turn the lights back on and subsequently used the terminal and ramp lights to maneuver the airplane to the runway. The airplane touched down and veered off the runway, which resulted in substantial damage to the fuselage.

The pilot reported to a first responder that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation and that he ran out of gas.

## Probable Cause and Findings

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

The pilot's improper fuel planning for a cross-country flight, which resulted in fuel exhaustion, a total loss of engine power and subsequent impact with terrain.

## Findings

<b>Personnel issues</b>	Preflight inspection - Pilot
<b>Personnel issues</b>	Fuel planning - Pilot
<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Aircraft</b>	Fuel - Fluid level
<b>Environmental issues</b>	Rough terrain - Contributed to outcome

## Factual Information

### History of Flight

<b>Enroute</b>	Fuel exhaustion (Defining event)
<b>Enroute</b>	Loss of engine power (total)
<b>Landing-flare/touchdown</b>	Off-field or emergency landing

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	86, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Balloon; Glider; Helicopter	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	December 1, 2022
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	February 18, 2022
<b>Flight Time:</b>	11095 hours (Total, all aircraft), 3720 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Passenger Information

<b>Certificate:</b>		<b>Age:</b>	
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ROCKWELL INTERNATIONAL	<b>Registration:</b>	N4PZ
<b>Model/Series:</b>	AC 690A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1975	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	11269
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	February 24, 2023 Annual	<b>Certified Max Gross Wt.:</b>	10200 lbs
<b>Time Since Last Inspection:</b>	5 Hrs	<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	6643 Hrs as of last inspection	<b>Engine Manufacturer:</b>	AlliedSignal
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	TPE331-5-254K
<b>Registered Owner:</b>	PHILLIP R ZEECK INC	<b>Rated Power:</b>	715 Horsepower
<b>Operator:</b>	PHILLIP R ZEECK INC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>	KIFP,695 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	19:50 Local	<b>Direction from Accident Site:</b>	6°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	14 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	150°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.92 inches Hg	<b>Temperature/Dew Point:</b>	16°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Plainview, TX (KPVW)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Henderson, NV (KHDN)	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	LAUGHLIN/BULLHEAD INTL KIFP	<b>Runway Surface Type:</b>	Dirt;Gravel
<b>Airport Elevation:</b>	707 ft msl	<b>Runway Surface Condition:</b>	Dry;Rough
<b>Runway Used:</b>	16	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	8500 ft / 150 ft	<b>VFR Approach/Landing:</b>	Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	35.154614,-114.55933

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Johnson, Scott
<b>Additional Participating Persons:</b>	Gary Rucker; Federal Aviation Administration
<b>Original Publish Date:</b>	June 23, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=106880">https://data.ntsb.gov/Docket?ProjectID=106880</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).