



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Bullhead City, Arizona	Accident Number:	WPR23LA125
Date & Time:	March 6, 2023, 19:45 Local	Registration:	N4PZ
Aircraft:	ROCKWELL INTERNATIONAL AC 690A	Aircraft Damage:	Substantial
Defining Event:	Fuel exhaustion	Injuries:	1 Minor, 1 None
Flight Conducted Under:	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

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

Factual Information

History of Flight

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

Pilot Information

Certificate:	Airline transport	Age:	86,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Balloon; Glider; Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	December 1, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 18, 2022
Flight Time:	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

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

Aircraft and Owner/Operator Information

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

Meteorological Information and Flight Plan

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

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

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

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](#).