



# Aviation Investigation Final Report

<b>Location:</b>	Somerton, Arizona	<b>Accident Number:</b>	WPR24LA162
<b>Date &amp; Time:</b>	May 27, 2024, 07:00 Local	<b>Registration:</b>	N918LN
<b>Aircraft:</b>	NELSON LAWRENCE K 601 HDS	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Fuel starvation	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of the airplane reported that, during the preflight engine runup, he diverted his attention to a phone call and failed to switch the fuel selector to a fuel tank with adequate fuel. During the initial climb, the engine experienced a complete loss of power, and the pilot performed a forced landing in an agricultural field.

The airplane sustained substantial damage to both wings and fuselage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The pilot's inadequate fuel management which resulted in a total loss of engine power due to fuel starvation.

## Findings

<b>Aircraft</b>	Fuel - Fluid management
<b>Personnel issues</b>	Use of checklist - Pilot
<b>Personnel issues</b>	Task monitoring/vigilance - Pilot

## Factual Information

### History of Flight

Approach-VFR pattern downwind	Fuel starvation (Defining event)
Approach-VFR pattern downwind	Loss of engine power (total)

### Pilot Information

Certificate:	Private	Age:	43,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	February 19, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 427 hours (Total, all aircraft), 303 hours (Total, this make and model), 370 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	NELSON LAWRENCE K	<b>Registration:</b>	N918LN
<b>Model/Series:</b>	601 HDS	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2017	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	001
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	November 4, 2023 Condition	<b>Certified Max Gross Wt.:</b>	1300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	345 Hrs at time of accident	<b>Engine Manufacturer:</b>	Larry Nelson/Corvair
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	Corvair Conversion
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>	On file	<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>	Day
<b>Observation Facility, Elevation:</b>	KNYL, 213 ft msl	<b>Distance from Accident Site:</b>	3 Nautical Miles
<b>Observation Time:</b>	06:57 Local	<b>Direction from Accident Site:</b>	45°
<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>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.86 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 6°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Somerton, AZ	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Somerton, AZ	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	SOMERTON 54AZ	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	177 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	32.599361,-114.6828

## Administrative Information

Investigator In Charge (IIC):	Whitaker, Kathryn
Additional Participating Persons:	Brian Mehrtens; FAA; Scottsdale, AZ
Original Publish Date:	July 25, 2024
Last Revision Date:	
Investigation Class:	<a href="#">Class 4</a>
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=194323">https://data.nts.gov/Docket?ProjectID=194323</a>

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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](#).