



Aviation Investigation Final Report

Location:	Port Angeles, Washington	Accident Number:	WPR23LA293
Date & Time:	July 29, 2023, 23:19 Local	Registration:	N8675W
Aircraft:	Piper PA-28-235	Aircraft Damage:	Substantial
Defining Event:	Fuel starvation	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported being unable to land at the destination airport at night due to the runway lights not being operational. The pilot then diverted to two other nearby airports but was unable to identify either airport. During the process of trying to locate a runway the pilot did not adequately monitor the fuel onboard and all the fuel was consumed from the selected fuel tank, which resulted in a total loss of engine power. The pilot switched fuel tanks, but the engine did not restart. The pilot has no memory beyond that phase of the event. The airplane collided with trees and terrain, sustaining substantial damage to both wings and the 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 monitoring, which resulted in a total loss of engine power due to fuel starvation.

Findings

Environmental issues	Runway lighting - Not specified
Personnel issues	(general) - Pilot
Personnel issues	Monitoring equip/instruments - Pilot

Factual Information

History of Flight

Approach	Fuel starvation (Defining event)
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Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	66
Airplane Rating(s):	Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	June 16, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	4777 hours (Total, all aircraft), 2500 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Passenger Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied: Left
Other Aircraft Rating(s):	Restraint Used: Lap only
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:	Piper	Registration:	N8675W
Model/Series:	PA-28-235	Aircraft Category:	Airplane
Year of Manufacture:	1964	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-10205
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5420 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-540 SERIES
Registered Owner:	BRFLYERS LLC	Rated Power:	250 Horsepower
Operator:	BRFLYERS LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KCLM, 273 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	19:53 Local	Direction from Accident Site:	277°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	17°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bellingham, WA (BLI)	Type of Flight Plan Filed:	None
Destination:	Sequim, WA (W28)	Type of Clearance:	None
Departure Time:	23:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	Sequim Valley Airport W28	Runway Surface Type:	
Airport Elevation:	151 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	48.097922,-123.18792(est)

Administrative Information

Investigator In Charge (IIC):	Basti, Paymaun
Additional Participating Persons:	Lawrence Tolentino; FAA Seattle FSDO; Seattle , WA
Original Publish Date:	January 4, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192760

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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](#).