



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SANFORD, FL	<b>Accident Number:</b>	MIA94LA129
<b>Date &amp; Time:</b>	05/01/1994, 1535 EDT	<b>Registration:</b>	N323ET
<b>Aircraft:</b>	TAYLOR OSPREY	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE PILOT STATED THE ENGINE LOST POWER ON TAKEOFF AND HE TURNED BACK TO THE AIRPORT BUT COULD NOT MAKE IT. HE CRASHED INTO A DITCH. EXAMINATION OF THE COCKPIT REVEALED THE FUEL SELECTOR WAS IN THE OFF POSITION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT IN COMMAND TO USE THE CHECKLIST BEFORE TAKEOFF. THE ENGINE FAILED DUE TO THE FUEL SELECTOR BEING IN THE OFF POSITION. CONTRIBUTING TO THE ACCIDENT WAS THE UNSUITABLE TERRAIN FOR A FORCED LANDING.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
2. (C) CHECKLIST - NOT USED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - EMERGENCY

### Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE

## Factual Information

On May 1, 1994, about 1535 eastern daylight time, N323ET, a homebuilt Osprey airplane crashed at Sanford Airport, Sanford, Florida, while on a 14 CFR Part 91 local flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane was substantially damaged and the pilot received serious injuries. The flight had originated about 30 minutes earlier.

The pilot experienced an engine failure on takeoff and turned to return to the airport. The airplane crashed into a ditch, and broke in half. Examination of the cockpit after the accident by FAA personnel revealed the fuel selector was in the off position.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	68, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None Expired	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5000 hours (Total, all aircraft), 30 hours (Total, this make and model), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	TAYLOR	<b>Registration:</b>	N323ET
<b>Model/Series:</b>	OSPREY OSPREY	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	1201
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	04/20/1994, Annual	<b>Certified Max Gross Wt.:</b>	1274 lbs
<b>Time Since Last Inspection:</b>	10 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	35 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	IO-360-C1CC
<b>Registered Owner:</b>	TAYLOR, WILLIAM E.	<b>Rated Power:</b>	200 hp
<b>Operator:</b>	TAYLOR, WILLIAM E.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SFB, 20 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1540 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29° C / 20° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1534 EDT	Type of Airspace:	

## Airport Information

Airport:	SANFORD (SFB)	Runway Surface Type:	Asphalt
Airport Elevation:	55 ft	Runway Surface Condition:	Dry
Runway Used:	9R	IFR Approach:	None
Runway Length/Width:	3500 ft / 75 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON	Report Date:	11/18/1994
Additional Participating Persons:	ERNEST WILSON; ORLANDO, FL		
Publish Date:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).