



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | SANFORD, FL | Accident Number: | MIA94LA129 |
| Date & Time: | 05/01/1994, 1535 EDT | Registration: | N323ET |
| Aircraft: | TAYLOR OSPREY | Injuries: | 1 Serious |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

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

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

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

Pilot Information

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|----------------------------------|--|------------------------------|----------|
| Certificate: | Private | Age: | 68 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 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

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|--------------------------------|--------------------------------------|----------------------|-----------------|
| Aircraft Make: | TAYLOR | Registration: | N323ET |
| Model/Series: | OSPREY OSPREY | Engines: | 1 Reciprocating |
| Operator: | TAYLOR, WILLIAM E. | Engine Manufacturer: | LYCOMING |
| Operating Certificate(s) Held: | None | Engine Model/Series: | IO-360-C1CC |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|----------------------------------|-------------------|------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | SFB, 20 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | 10 knots / , 120° |
| Temperature: | 29° C | Visibility | 10 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | Destination: | | |

Airport Information

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|----------------------|-----------------|---------------------------|---------|
| Airport: | SANFORD (SFB) | Runway Surface Type: | Asphalt |
| Runway Used: | 9R | Runway Surface Condition: | Dry |
| Runway Length/Width: | 3500 ft / 75 ft | | |

Wreckage and Impact Information

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

Administrative Information

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|-------------------------------|---|---------------|------------|
| Investigator In Charge (IIC): | ANDREW A ALSTON | Adopted Date: | 11/18/1994 |
| Investigation Docket: | NTSB accident and incident docket 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . | | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.