



National Transportation Safety Board Aviation Accident Data Summary

Location:	FORT PIERCE, FL	Accident Number:	MIA98LA117
Date & Time:	04/02/1998, 1400 EST	Registration:	DECTB
Aircraft:	Beech F33A	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The flight had departed runway 14, and had reached an altitude of about 200 feet, when the pilot reported a loss of engine power. The pilot elected to make a forced landing straight ahead into trees. After impact, the pilot closed off the fuel valve. Examination of the wreckage after the accident revealed that the fuel tanks had fuel. The pilot said the fuel selector was on the left tank when the loss of power occurred. Observation of the engine at the crash site did not reveal any obvious discrepancies. The engine was removed from the airframe and examined at the NTSB's request, and under the supervision of the FAA, on June 24, 1998. The engine examination revealed that the fuel control system exhibited fluid leakage at the fuel pump and throttle shaft. Detailed examination of the fuel pump showed that the pump leaked fluid at the rear high speed adjusting needle at the seal to the pump body. There was no evidence of impact damage observed on the fuel pump. In addition, the throttle/metering unit leaked fluid at the throttle shaft into the metering unit. The leak at the throttle shaft was severe enough that no flow test was possible. The throttle arm displayed impact damage. The throttle shaft was removed from the unit, and the 'O' ring seal was found flat from wear. The 'O' ring was replaced and the leakage stopped. The unit was then flow tested to manufacturer's standards. No other discrepancies were found during the engine examination

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a loss of engine power due to fuel leakage at the fuel control, resulting in a forced landing, and subsequent impact with trees.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CLIMB

Findings

1. (C) FUEL SYSTEM,FUEL CONTROL - LEAK

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. OBJECT - TREE(S)

Pilot Information

Certificate:	Private	Age:	60
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1100 hours (Total, all aircraft), 23 hours (Total, this make and model), 1100 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	DECTB
Model/Series:	F33A F33A	Engines:	1 Reciprocating
Operator:	DIETER H. KNOPPLE	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-520BA
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FPR, 25 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	12 knots / , 130°
Temperature:	27° C	Visibility	12 Miles
Precipitation and Obscuration:			
Departure Point:	(FPR)	Destination:	PALM BEACH, FL (F45)

Airport Information

Airport:	ST. LUCIE INTERNATIONAL (FPR)	Runway Surface Type:	Asphalt
Runway Used:	14	Runway Surface Condition:	Dry
Runway Length/Width:	4756 ft / 100 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): ALAN J YURMAN Adopted Date: 02/11/2000

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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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