



National Transportation Safety Board Aviation Accident Data Summary

Location:	HEBER CITY, UT	Accident Number:	SEA94LA001
Date & Time:	10/01/1993, 1130 MDT	Registration:	N667B
Aircraft:	BEECH A35	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING CRUISE A TOTAL LOSS OF ENGINE POWER OCCURRED AND THE PILOT INITIATED A FORCED LANDING AT A NEARBY AIRPORT. DURING HIS APPROACH TO RUNWAY 03 THE PILOT EXTENDED HIS PATTERN DUE TO A GLIDER IN TOW IN THE LANDING PATTERN. THE AIRCRAFT TOUCHED DOWN 100 FEET SHORT OF THE RUNWAY COMING TO REST ON THE RUNWAY IDENTIFICATION NUMBERS. THE AIRCRAFT SUSTAINED UPWARDS CRUSHING OF THE FUSELAGE UNDERSIDE. THE FLAPS WERE FOUND TO BE RETRACTED AND THE GEAR WERE WITHIN THEIR WHEEL WELLS. POST CRASH EXAMINATION REVEALED THAT THE ROLL PIN WHICH ENGAGES THE FUEL SELECTOR HANDLE TO THE FUEL SELECTOR VALVE SHAFT WAS ABSENT, AND THE HANDLE WAS OBSERVED TO ROTATE FREELY ON THE VALVE SHAFT.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL STARVATION BROUGHT ON BY THE ABSENCE OF THE ROLL PIN WHICH ENGAGES THE FUEL SELECTOR HANDLE TO THE FUEL SELECTOR VALVE SHAFT, AND THE PILOT IN COMMAND'S MISJUDGING HIS FLARE RESULTING IN A HARD LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE

Findings

1. FLUID,FUEL - STARVATION
2. (C) FUEL SYSTEM,SELECTOR/VALVE - DISENGAGED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (C) FLARE - MISJUDGED - PILOT IN COMMAND

Pilot Information

Certificate:	Private	Age:	47
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1200 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N667B
Model/Series:	A35 A35	Engines:	1 Reciprocating
Operator:	KING, JERALD D.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	E-185-11
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:	PVU, 4491 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	19° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	SALT LAKE CITY, UT (U42)	Destination:	

Airport Information

Airport:	HEBER VALLEY (36U)	Runway Surface Type:	Asphalt
Runway Used:	3	Runway Surface Condition:	Dry
Runway Length/Width:	6900 ft / 75 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): STEVEN A MCCREARY

Adopted Date: 09/13/1994

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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