



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	PICAYUNE, MS	<b>Accident Number:</b>	MIA92FA173
<b>Date &amp; Time:</b>	09/01/1992, 1615 CDT	<b>Registration:</b>	N2377W
<b>Aircraft:</b>	BEECH BE-A23-19	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

THE PRIVATE PILOT AND ONE PASSENGER DEPARTED ON A 2 HOUR FLIGHT WITH ABOUT 20 GALLONS OF FUEL IN EACH FUEL TANK. THE AIRPLANE WAS NOT FOUND UNTIL 2 DAYS LATER, BURNED IN A WOODED AREA. THE FUEL CONSUMPTION FOR 2 HOURS WOULD BE ABOUT 19 GALLONS. THE FUEL SELECTOR WAS FOUND ON THE LEFT TANK AND THE LEFT WING EXHIBITED LESS FIRE DAMAGE THAN THE RIGHT WING. NO EVIDENCE OF POWERPLANT OR AIRFRAME PREEXISTING FAILURES WERE FOUND.

## 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 PLACE THE FUEL SELECTOR ON THE FULLEST TANK, RESULTING IN AN ENGINE FAILURE DUE TO FUEL STARVATION OVER UNSUITABLE TERRAIN.

## Findings

---

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

### Findings

1. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
2. (C) FLUID,FUEL - STARVATION

-----

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

-----

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

### Findings

3. (F) OBJECT - TREE(S)

-----

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

4. (F) TERRAIN CONDITION - NONE SUITABLE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	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>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	10/22/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	75 hours (Total, all aircraft), 15 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N2377W
<b>Model/Series:</b>	BE-A23-19 BE-A23-19	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	MB-14
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	08/01/1992, Annual	<b>Certified Max Gross Wt.:</b>	1255 lbs
<b>Time Since Last Inspection:</b>	6 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2085 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-E2C
<b>Registered Owner:</b>	KOTTERMAN, ROBERT D.	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	KOTTERMAN, ROBERT D.	<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:	MCB, 413 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1553 CDT	Direction from Accident Site:	300°
Lowest Cloud Condition:	Scattered / 2700 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28° C / 21° C
Precipitation and Obscuration:			
Departure Point:	PATTERSON, LA (PTN)	Type of Flight Plan Filed:	VFR
Destination:	PICAYUNE, MS (PCU)	Type of Clearance:	None
Departure Time:	1510 CDT	Type of Airspace:	Class D

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON	Report Date:	06/21/1993
Additional Participating Persons:	BUZZ MASSENGALE; JACKSON, MS EDDIE WEBBER; WICHITA, KS		
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> .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).