



National Transportation Safety Board Aviation Accident Data Summary

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| Location: | PICAYUNE, MS | Accident Number: | MIA92FA173 |
| Date & Time: | 09/01/1992, 1615 CDT | Registration: | N2377W |
| Aircraft: | BEECH BE-A23-19 | Injuries: | 2 Fatal |
| Flight Conducted Under: | 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

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

Pilot Information

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|----------------------------------|---|------------------------------|------|
| Certificate: | Private | Age: | 41 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 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

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|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| Aircraft Make: | BEECH | Registration: | N2377W |
| Model/Series: | BE-A23-19 BE-A23-19 | Engines: | 1 Reciprocating |
| Operator: | KOTTERMAN, ROBERT D. | Engine Manufacturer: | LYCOMING |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-320-E2C |
| 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: | MCB, 413 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | Broken / 25000 ft agl | Wind Speed/Gusts, Direction: | 7 knots / , 160° |
| Temperature: | 28° C | Visibility | 7 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | PATTERSON, LA (PTN) | Destination: | PICAYUNE, MS (PCU) |

Wreckage and Impact Information

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|----------------------------|---------|----------------------------|-----------|
| Crew Injuries: | 1 Fatal | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 1 Fatal | Aircraft Fire: | On-Ground |
| Ground Injuries: | N/A | Aircraft Explosion: | On-Ground |

Latitude, Longitude:

Administrative Information

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| Investigator In Charge (IIC): | ANDREW A ALSTON | Adopted Date: | 06/21/1993 |
| 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 pubin@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.