



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	OKEECHOBEE, FL	<b>Accident Number:</b>	MIA92LA021
<b>Date &amp; Time:</b>	11/01/1991, 0915 EST	<b>Registration:</b>	N8631H
<b>Aircraft:</b>	NORTH AMERICAN NAVION	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

AFTER TAKEOFF WITH THE FUEL SELECTOR POSITIONED TO THE AUXILIARY FUEL TANK, THE ENG QUIT DUE TO FUEL EXHAUSTION IN THAT TANK. THE PLT REPOSITIONED THE FUEL SELECTOR TO THE MAIN FUEL TANK POSITION WHICH CONTAINED AN ADEQUATE SUPPLY OF FUEL, BUT THE ENG STARTED ONLY MOMENTARILY, THEN QUIT. THE PILOT LANDED THE ACFT GEAR UP IN A FIELD. EXAM OF THE ACFT BY AN FAA AIRWORTHINESS INSPECTOR REVEALED THAT A RUBBER FUEL LINE WHICH CONNECTS THE MAIN TANK TO THE FUEL SELECTOR WAS BLOCKED BY CONTAMINANTS. THE PLT HAD IN THE PAST OPERATED THE ENG USING AUTOMOTIVE FUEL WITHOUT AN STC. HE WAS ALSO AWARE BEFORE THE ACCIDENT THAT THE ENG WOULD LOSE POWER WITH THE FUEL SELECTOR POSITIONED TO THE MAIN TANK.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: OPERATION BY THE OWNER/PILOT-IN-COMMAND WITH KNOWN DEFICIENCIES IN EQUIPMENT AND FUEL STARVATION DUE TO A BLOCKED FUEL LINE.

## Findings

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Occurrence #1: MISCELLANEOUS/OTHER  
Phase of Operation: TAKEOFF

### Findings

1. FUEL SYSTEM,LINE - BLOCKED(TOTAL)
2. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

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Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: CRUISE - NORMAL

### Findings

4. FLUID,FUEL - EXHAUSTION

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Occurrence #3: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: DESCENT - EMERGENCY

### Findings

5. FUEL SYSTEM,LINE - BLOCKED(TOTAL)
6. FUEL TANK SELECTOR POSITION - SELECTED - PILOT IN COMMAND
7. (C) FLUID,FUEL - STARVATION

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Occurrence #4: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #5: GEAR NOT EXTENDED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	73, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	01/28/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	11343 hours (Total, all aircraft), 1642 hours (Total, this make and model), 9592 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	NORTH AMERICAN	<b>Registration:</b>	N8631H
<b>Model/Series:</b>	NAVION NAVION	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	NAV-4-596
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	03/22/1991, Annual	<b>Certified Max Gross Wt.:</b>	2750 lbs
<b>Time Since Last Inspection:</b>	22 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3099 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	E-225-4
<b>Registered Owner:</b>	SWARTZ, GRANT L.	<b>Rated Power:</b>	225 hp
<b>Operator:</b>	SWARTZ, GRANT L.	<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:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21 ° C
Precipitation and Obscuration:			
Departure Point:	OKEECHOBEE, FL (00FL)	Type of Flight Plan Filed:	None
Destination:	SEBRING, FL (SEF)	Type of Clearance:	None
Departure Time:	0905 EST	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Report Date:	04/27/1993
Additional Participating Persons:	SCOTT STRICKLAND; ORLANDO, FL		
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:pubinquiry@ntsb.gov">pubinquiry@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> .		

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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](#).