



National Transportation Safety Board Aviation Accident Final Report

Location:	GREENVILLE, MS	Accident Number:	MIA88LA242
Date & Time:	08/01/1988, 2230 CDT	Registration:	N1948W
Aircraft:	BEECH B19	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT REPORTED THAT WHILE ON SHORT FINAL DURING A PERSONAL FLT, THE ENG QUIT DUE TO FUEL EXHAUSTION. DURING THE FORCED LANDING THE ACFT COLLIDED WITH A LEVEE, SMALL TREES, THEN THE TERRAIN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
3. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

4. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT
5. LANDING GEAR,MAIN GEAR - OVERLOAD
6. LANDING GEAR,MAIN GEAR - SEPARATION

Factual Information

Pilot Information

Certificate:	Commercial	Age:	69, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/05/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9940 hours (Total, all aircraft), 277 hours (Total, this make and model), 9512 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N1948W
Model/Series:	B19 B19	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	MB-608
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	01/01/1988, Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	34 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3340 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-E3D
Registered Owner:	EUGENE CLEMENTS	Rated Power:	150 hp
Operator:	EUGENE CLEMENTS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MLU, 79 ft msl	Distance from Accident Site:	80 Nautical Miles
Observation Time:	2251 CDT	Direction from Accident Site:	218°
Lowest Cloud Condition:	Scattered / 12000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23° C / 23° C
Precipitation and Obscuration:			
Departure Point:	DECATUR, IL (DEC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1740 CDT	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	131 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full Stop; Straight-in

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Report Date:	07/26/1989
Additional Participating Persons:			
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 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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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](#).