



National Transportation Safety Board Aviation Accident Final Report

Location:	CLEARWATER, FL	Accident Number:	MIA89FA078
Date & Time:	02/04/1989, 1130 EST	Registration:	N3697Q
Aircraft:	BEECH A23-24	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Serious

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

ON FINAL APCH AFTER A TRNG FLT, AN ACFT WAS STILL ON THE RWY, SO CFI TOLD 30 HR STUDENT PLT TO GO-ARND. POWER WAS APPLIED & WITNESSES ON GRND HEARD ENG REV UP OK. ABOUT 1/2 WAY DOWN RWY AT ABOUT 200 FT, THE ENG SPUTTERED & CFI TRIED A 180 DEG TURN BACK TO RWY. ACFT HIT FENCES AND CONST MATERIAL & BURST INTO FLAMES. FUEL SEL WAS FOUND OUT OF DETENT BUT ON LT TANK WHICH HOLDS 30 GALS, 26 GALS USABLE. THE ACFT BURNS ABOUT 8 GPH & HAD FLOWN FOR A TOTAL OF ABOUT 4 HRS SINCE TOPPED OFF TO 60 GALS CAPACITY. NO FUEL FOUND IN FUEL MANIFOLD & ENG WAS TEST RUN OK AFTER ACCIDENT. LT WING TANK AREA HAD LESS FIRE DAMAGE THAN RT WING AREA WHICH CONTAINED MORE FUEL. THE STU PLT RECALLED THE FUEL SEL BEING ON THE LT TANK; THE CFI SAID HE THOUGHT IT WAS ON THE RT TANK. THE CFI STATED THAT HE HAD NO RECOLLECTION AFTER THE ENG QUIT EXCEPT BEING IN A CHOPPER ON THE WAY TO A HOSPITAL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL STARVATION DUE TO THE CFI DEPLETING THE FUEL SUPPLY FROM ONE OF TWO TANKS AND FAILING TO SELECT THE FULLEST TANK FOR LANDING. CONTRIBUTING TO THE ACCIDENT WAS THE CFI'S IMPROPER DECISION TO TURN BACK TO THE AIRPORT WHEN INSUFFICIENT ALTITUDE WAS AVAILABLE TO COMPLETE THE MANEUVER.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND(CFI)
3. (F) CHECKLIST - NOT USED - PILOT IN COMMAND(CFI)

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

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

Findings

4. (F) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND(CFI)
5. OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	66, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/15/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	12000 hours (Total, all aircraft), 35 hours (Total, this make and model), 50 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N3697Q
Model/Series:	A23-24 A23-24	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	MA-280
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	02/01/1989, Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	25 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1856 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-360-A1B
Registered Owner:	SUNCOAST SEABIRD SANCTUARY,INC	Rated Power:	180 hp
Operator:	SUNCOAST SEABIRD SANCTUARY,INC	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PIE, 11 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	1150 EST	Direction from Accident Site:	140°
Lowest Cloud Condition:	Scattered / 1000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23° C / 21° C
Precipitation and Obscuration:			
Departure Point:	CLEARWATER, FL (CLW)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1100 EST	Type of Airspace:	Class G

Airport Information

Airport:	CLEARWATER (CLW)	Runway Surface Type:	Asphalt
Airport Elevation:	71 ft	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	Forced Landing; Go Around

Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	RONALD W BIRD	Report Date:	01/11/1990
Additional Participating Persons:	LEO SANDER; 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 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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