



National Transportation Safety Board Aviation Accident Data Summary

Location:	CLEARWATER, FL	Accident Number:	MIA89FA078
Date & Time:	02/04/1989, 1130 EST	Registration:	N3697Q
Aircraft:	BEECH A23-24	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

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

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	66
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
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	Engines:	1 Reciprocating
Operator:	SUNCOAST SEABIRD SANCTUARY, INC	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:		Engine Model/Series:	IO-360-A1B
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PIE, 11 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 10°
Temperature:	23°C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	CLEARWATER, FL (CLW)	Destination:	

Airport Information

Airport:	CLEARWATER (CLW)	Runway Surface Type:	Asphalt
Runway Used:	33	Runway Surface Condition:	Dry
Runway Length/Width:	3000 ft / 75 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): RONALD W BIRD

Adopted Date: 01/11/1990

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/>.

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.