



National Transportation Safety Board Aviation Accident Factual Report

Location:	Fort Pierce, FL	Accident Number:	MIA02LA165
Date & Time:	09/01/2002, 1253 EDT	Registration:	N33N
Aircraft:	Cessna T337D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

On September 1, 2002, about 1253 eastern daylight time, a Cessna T337D, N33N, registered to K.R. Aviation Inc., and operated by a private individual as a Title 14 CFR Part 91 personal flight, made a forced landing in an orange grove in Fort Pierce, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The commercial-rated pilot received serious injuries, and the commercial-rated passenger received minor injuries. The airplane incurred substantial damage. The flight departed from Fort Lauderdale, Florida, the same day, about 1130.

The pilot stated that he estimated that at takeoff the airplane had about 35 gallons of fuel on board, and after about 45 minutes, while in cruise flight, at an altitude of 4,500 feet, the front engine suddenly ceased operating. He stated that he had experienced problems in the past with water in the fuel tanks, so he did not declare an emergency, even after unsuccessful attempts to restart the engine. He said the airplane was maintaining 120 knots, and fully controllable while being only powered by the rear engine. He said that in his mind, it was only water in the left tank, and his destination, Fort Pierce, Florida, was only 10 miles away, so he continued to his destination. After contacting FAA Fort Pierce Air Traffic Control Tower, the pilot said that he then entered a right base, turned on to the final approach course for an approach to land on runway 09, lowered his landing gear, set 10 degrees of flaps, and was on final at about 600 feet altitude, when all of a sudden the rear engine ceased operating. He said the only area to land was a small field on the right, so he turned 90 degrees, and entered a dive to prevent the airplane from stalling. The aircraft impacted in an orange grove, rebounded once, and then stopped in a canal. The pilot stated the engines failed due to fuel "starvation", and added that "the airplane had not been loaded with enough fuel..." Prior to the accident, the pilot said that there were no mechanical failures or malfunctions to the airplane or to any of its systems.

The FAA Inspector who responded to the accident scene stated that during his examination he discovered no fuel in the fuel tanks, and minimal fuel at the scene.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	28, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/18/2002
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1600 hours (Total, all aircraft), 30 hours (Total, this make and model), 1300 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N33N
Model/Series:	T337D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	337-1122
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-360-A3
Registered Owner:	K. R. Aviation Inc.	Rated Power:	210 hp
Operator:	K. R. Aviation Inc.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FPR, 25 ft msl	Distance from Accident Site:	
Observation Time:	1253 EDT	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 1900 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	28° C / 26° C
Precipitation and Obscuration:			
Departure Point:	Fort Lauderdale, FL (FXE)	Type of Flight Plan Filed:	None
Destination:	Fort Pierce, FL (FPR)	Type of Clearance:	None
Departure Time:	1130 EDT	Type of Airspace:	Class D

Airport Information

Airport:	Fort Pierce (FPR)	Runway Surface Type:	Unknown
Airport Elevation:	20 ft	Runway Surface Condition:	Unknown
Runway Used:	NA	IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Forced Landing; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	27.495000, -80.368333

Administrative Information

Investigator In Charge (IIC):	John W Lovell
Additional Participating Persons:	Joe Radosky; FAA FSDO; Orlando, FL
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/ .