



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	GREER, SC	<b>Accident Number:</b>	ATL82DA222
<b>Date &amp; Time:</b>	08/01/1982, 1335 EDT	<b>Registration:</b>	N1831F
<b>Aircraft:</b>	BEECH C23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

THE STUDENT PILOT HAD RECEIVED ABOUT THREE HOURS IN THIS MAKE AND MODEL OF AIRCRAFT. AFTER ABOUT 45 MINUTES OF DUAL INSTRUCTION, HE WAS INDORSED FOR SOLO FLIGHT, THE INSTRUCTOR DEPLANED, AND THE STUDENT TOOK OFF TO FLY LOCALLY. ABOUT 25 MINUTES LATER, THE STUDENT RETURNED FOR TOUCH-AND-GO LANDINGS. HE STATED THAT ON DOWNWIND, HE ELECTED TO CHANGE THE FUEL SELECTOR POSITION. HE SAID THAT HE REACHED DOWN, DEPRESSED THE SPRING CLIP, AND ROTATED THE FUEL SELECTOR HANDLE TO THE RIGHT. DURING THE GO-AROUND AFTER THE LANDING, THE ENGINE QUIT AT ABOUT 300 FT AGL. SUBSEQUENTLY, THE AIRCRAFT CRASHED DURING A FORCED LANDING IN AN AREA OF SCRUB PINE AND OAK. REPORTEDLY, THE PILOT HAD TURNED TO AVOID LARGER TREES DURING THE LANDING. THE FUEL SELECTOR WAS FOUND IN THE "OFF" POSITION (NEAR THE RIGHT TANK POSITION). ABOUT 15 GALLONS OF FUEL WAS REMAINING IN THE RIGHT FUEL TANK.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. TOUCH-AND-GO - PERFORMED - PILOT IN COMMAND
2. (C) FLUID,FUEL - STARVATION
3. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
4. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

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

### Findings

5. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. MANEUVER - PERFORMED - PILOT IN COMMAND
7. (F) TERRAIN CONDITION - HIGH VEGETATION

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	05/13/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	18 hours (Total, all aircraft), 3 hours (Total, this make and model), 3 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N1831F
<b>Model/Series:</b>	C23 C23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	M2335
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2450 lbs
<b>Time Since Last Inspection:</b>	5 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	405 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-360-A4K
<b>Registered Owner:</b>	STEVENS BEECHCRAFT, INC.	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	STEVENS BEECHCRAFT, INC.	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GSP, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1336	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	5 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	82° C / 0° C
Precipitation and Obscuration:			
Departure Point:	GREER, SC (GSP)	Type of Flight Plan Filed:	None
Destination:	GREER, SC (GSP)	Type of Clearance:	None
Departure Time:	1220	Type of Airspace:	

## Airport Information

Airport:	GREENVILLE-SPARTANBURG (GSP)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	7600 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):		Report Date:	08/01/1983
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 <a href="mailto:pubinq@ntsb.gov">pubinq@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](#).