



Aviation Investigation Final Report

Location:	LONGMONT, Colorado	Accident Number:	DEN83LA196
Date & Time:	August 23, 1983, 15:00 Local	Registration:	N6004V
Aircraft:	BEECH C23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT PLT, A FOREIGN NATIONAL, AND THE INSTRUCTOR PLT (CFI) TOOK OFF FROM BROOMFIELD, CO & FLEW TO LONGMONT, CO WHERE THEY BEGAN PRACTICING TOUCH & GO LANDINGS. AFTER THE 3RD TOUCH & GO LANDING, THE ACFT WAS CLIMBING AT ABOUT 300 FT AGL WHEN THE STUDENT TURNED OFF THE ELECTRIC FUEL BOOST PUMP. IMMEDIATELY THEREAFTER, THE ENG LOST POWER. THE CFI TURN BOOST PUMP BACK ON, BUT BY THEN, THE FUEL PRESSURE WAS READING ZERO. THE CFI TOOK CONTROL OF THE ACFT & SWITCHED FUEL TANKS, BUT WAS UNABLE TO RESTART THE ENG. SUBSEQUENTLY, HE LANDED IN A CORN FIELD. DURING THE LANDING, THE ACFT HIT AN IRRIGATION DITCH, WHICH WAS HIDDEN FROM VIEW BY THE CORN STALKS, AND THE NOSE & RIGHT MAIN GEAR COLLAPSED. THE FUEL SELECTOR WAS FOUND POSITIONED TO THE LEFT FUEL TANK WHICH HAD RUPTURED DURING IMPACT. THE RIGHT TANK WAS NOT DAMAGED & WAS FOUND TO BE EMPTY.

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: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FLUID,FUEL - STARVATION
 2. (C) FUEL SYSTEM - IMPROPER USE OF - DUAL STUDENT
 3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING

Findings

4. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND(CFI)
-

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

5. (F) TERRAIN CONDITION - HIGH VEGETATION
6. (F) TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
7. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	27, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 24, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	738 hours (Total, all aircraft), 12 hours (Total, this make and model), 538 hours (Pilot In Command, all aircraft), 135 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N6004V
Model/Series:	C23 C23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M2123
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 11, 1982 100 hour	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2195 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-360-A4K
Registered Owner:	JEFFCO BEEHCRAFT, INC.	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BROOMFIELD , CO (BJC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Airport advisory area;Class G

Airport Information

Airport:	LONGMONT MUNICIPAL 2V2	Runway Surface Type:	
Airport Elevation:	5055 ft msl	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	4200 ft / 60 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.170341,-105.109252(est)

Administrative Information

Investigator In Charge (IIC): Winningham, Fred

**Additional Participating
Persons:**

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=16142>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).