



Aviation Investigation Final Report

Location:	FT. PIERCE, Florida	Accident Number:	MIA86LA099
Date & Time:	March 18, 1986, 20:30 Local	Registration:	N4599P
Aircraft:	PIPER PA-23-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT WHILE SWITCHING TANKS, HIS FUEL SELECTOR FROZE UP & BOTH ENG'S FAILED. UPON LANDING, THE ACFT STRUCK A TREE SEVERING A WING. THE NTSB FORM 6120.1 THAT WAS SENT TO THE PLT WAS RETURNED, IT STATED THAT THE ADDRESSEE MOVED & LEFT NO ADDRESS. A RECORDS CHECK WITH OKLAHOMA CITY REVEALED THAT NO PILOT OR MEDICAL CERTIFICATE WAS EVER ISSUED TO THE PLT IN COMMAND OF THIS ACFT, A CONVERSATION WITH THE FAA EXAMINER WHO'S NAME WAS ON THE TEMPORARY AIRMAN CERTIFICATE THAT WAS IN THE PLT'S POSSESSION REVEALED THAT NO CHECK RIDE WAS GIVEN TO THE PLT OF THIS ACFT ON THAT DATE. A CHECK OF THE FAA MEDICAL EXAMINERS MANUAL REVEALED THAT THE NAME LISTED ON THE PLT'S MEDICAL CERTIFICATE WAS NOT LISTED AS AN FAA MEDICAL EXAMINER.

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: CRUISE

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - POOR - UNQUALIFIED PERSON

2. (C) FUEL TANK SELECTOR POSITION - NOT UNDERSTOOD - UNQUALIFIED PERSON

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	None	Age:	35, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4599P
Model/Series:	PA-23-250 PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	27-109
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-540-A1B5
Registered Owner:	MEMPHIS RECIPRO	Rated Power:	250 Horsepower
Operator:	JOHN C. GRIFFIN	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:	Night/dark
Observation Facility, Elevation:	VRB ,24 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	20:57 Local	Direction from Accident Site:	175°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ST. AUGUSTINE , FL (SGJ)	Type of Flight Plan Filed:	None
Destination:	MIAMI , FL (OPF)	Type of Clearance:	None
Departure Time:	19:00 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Hill, Bruce

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31588>

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](#).