



Aviation Investigation Final Report

Location:	St. Augustine, Florida	Accident Number:	MIA86LA125
Date & Time:	April 19, 1986, 20:15 Local	Registration:	N951Q
Aircraft:	BEECH B95A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT IN COMMAND DID NOT ASSURE THAT THE FUEL SELECTOR FOR THE LEFT ENGINE WAS SELECTED AND IN THE DETENT PRIOR TO TAKEOFF. ON THE INITIAL CLIMB THE FUEL SELECTOR MOVED SLIGHTLY AND THE LEFT ENGINE FAILED DUE TO FUEL STARVATION. THE PILOT THEN DID NOT EXECUTE THE APPROPRIATE EMERGENCY PROCEDURES AND LEFT THE LANDING GEAR DOWN AND DID NOT FEATHER THE LEFT PROPELLER. THE PILOT THEN LOST CONTROL OF THE AIRCRAFT AND CRASHED INTO THE WATER.

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) FUEL SYSTEM,SELECTOR/VALVE - NOT SWITCHED
2. (C) CHECKLIST - IMPROPER USE OF - PILOT IN COMMAND
3. FLUID,FUEL - STARVATION
4. (C) FUEL TANK SELECTOR POSITION - NOT SELECTED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - EMERGENCY

Findings

- 5. (C) EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
- 6. (F) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3: DITCHING
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	22, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 11, 1985
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1097 hours (Total, all aircraft), 155 hours (Total, this make and model), 754 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N951Q
Model/Series:	B95A B95A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TD-491
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	September 1, 1985 Annual	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:	29 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2719 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-360-B1A
Registered Owner:	RICHARD PRATHER	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:	Night/dark
Observation Facility, Elevation:	JAX ,28 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	19:58 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	SANFORD , FL (SFB)	Type of Clearance:	None
Departure Time:	20:15 Local	Type of Airspace:	Class D

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	Wet
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	29.898241,-81.287452(est)

Administrative Information

Investigator In Charge (IIC): Alston, Andrew

Additional Participating Persons: WILLIAM PHILLIPS; ORLANDO , FL

Original Publish Date: June 23, 2023

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31605>

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](#).