



Aviation Investigation Final Report

Location:	FORT MYERS, Florida	Accident Number:	MIA88FA144
Date & Time:	April 13, 1988, 10:40 Local	Registration:	N8856M
Aircraft:	BEECH A-23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PRIVATE PILOT EXPERIENCED AN ENGINE FAILURE ON FINAL APPROACH AND EXECUTED A FORCED LANDING TO A WOODED AREA AND CRASHED. THE PILOT SAID HE HAD FLOWN ABOUT 2.0 HOURS ON THE RIGHT TANK AND DID NOT SWITCH TO THE LEFT TANK PRIOR TO LANDING. ANOTHER PILOT HAD FLOWN THE AIRCRAFT ABOUT .4 HOURS BEFORE THE ACCIDENT FLIGHT, SINCE THE LAST REFUELING, ALSO USING THE RIGHT TANK. THE HOBBS METER RECORDED 3 HRS FOR THE ACC FLT. THE FUEL TANK HELD 30 GALS OF FUEL AND THE ACFT USES APRX 9 GPH IN NORMAL FLT.

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: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. (F) INATTENTIVE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

4. (F) OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	65, Male
Airplane Rating(s):	Single-engine land	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:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 9, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1500 hours (Total, all aircraft), 40 hours (Total, this make and model), 150 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N8856M
Model/Series:	A-23 A-23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-593
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	October 2, 1987 Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-346-A
Registered Owner:	LAWRENCE J. JONES	Rated Power:	165 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:	FMY ,18 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	320°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PALATKA , FL (28J)	Type of Flight Plan Filed:	None
Destination:	FORT MYERS , FL (FMY)	Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	Vegetation
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 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	26.559574,-81.870155(est)

Administrative Information

Investigator In Charge (IIC):	Alston, Andrew
Additional Participating Persons:	DUNTON WYATT; ST. PETERSBURG , FL
Original Publish Date:	March 13, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=32016

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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](#).