



# Aviation Investigation Final Report

<b>Location:</b>	LAKELAND, Florida	<b>Accident Number:</b>	MIA89LA125
<b>Date &amp; Time:</b>	April 8, 1989, 10:57 Local	<b>Registration:</b>	N2326W
<b>Aircraft:</b>	BEECH A23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PRIVATE PILOT STATED THAT HE FLEW FOR ABOUT 2 HOURS AND 20 MINUTES, USING THE RIGHT FUEL TANK. WHILE ON FINAL APPROACH TO LAND, THE ENGINE LOST POWER AND HE FAILED TO REPOSITION THE FUEL SELECTOR TO THE LEFT TANK BEFORE THE AIRCRAFT CRASHED. ACCORDING TO THE PLT, THE FUEL GAGES SHOWED THERE WAS SUFFICIENT FUEL IN BOTH TANKS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER IN-FLIGHT PLANNING/DECISION, WHICH RESULTED IN FUEL STARVATION, WHILE THE FUEL SELECTOR WAS POSITIONED TO A TANK WITH THE LEAST AMOUNT OF FUEL. A FACTOR RELATED TO THE ACCIDENT WAS: THE FAULTY FUEL QUANTITY INDICATION FOR THE RIGHT TANK.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
3. (C) FLUID,FUEL - STARVATION
4. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING

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

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	54, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<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>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 6, 1987
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	384 hours (Total, all aircraft), 8 hours (Total, this make and model), 384 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N2326W
<b>Model/Series:</b>	A23 A23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	M923
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 2, 1988 Annual	<b>Certified Max Gross Wt.:</b>	2405 lbs
<b>Time Since Last Inspection:</b>	94 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-346-A1
<b>Registered Owner:</b>	CLYDE L FLOYD	<b>Rated Power:</b>	165 Horsepower
<b>Operator:</b>	FLOYD CLYDE L	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LAL ,134 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	11:05 Local	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>	Scattered / 5000 ft AGL	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	130°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	CRYSTAL RIVER , FL (X31 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(LAL )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	LAKELAND LAL	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	142 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	9	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6000 ft / 150 ft	<b>VFR Approach/Landing:</b>	Forced landing;Straight-in

## Wreckage and Impact Information

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

## Administrative Information

**Investigator In Charge (IIC):** Alston, Andrew

**Additional Participating Persons:** GEORGE LITCHFIELD; ORLANDO , FL

**Original Publish Date:** June 28, 1991

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=32419>

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