



Aviation Investigation Final Report

Location:	OKEECHOBEE, Florida	Accident Number:	MIA92LA021
Date & Time:	November 1, 1991, 09:15 Local	Registration:	N8631H
Aircraft:	NORTH AMERICAN NAVION	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER TAKEOFF WITH THE FUEL SELECTOR POSITIONED TO THE AUXILIARY FUEL TANK, THE ENG QUIT DUE TO FUEL EXHAUSTION IN THAT TANK. THE PLT REPOSITIONED THE FUEL SELECTOR TO THE MAIN FUEL TANK POSITION WHICH CONTAINED AN ADEQUATE SUPPLY OF FUEL, BUT THE ENG STARTED ONLY MOMENTARILY, THEN QUIT. THE PILOT LANDED THE ACFT GEAR UP IN A FIELD. EXAM OF THE ACFT BY AN FAA AIRWORTHINESS INSPECTOR REVEALED THAT A RUBBER FUEL LINE WHICH CONNECTS THE MAIN TANK TO THE FUEL SELECTOR WAS BLOCKED BY CONTAMINANTS. THE PLT HAD IN THE PAST OPERATED THE ENG USING AUTOMOTIVE FUEL WITHOUT AN STC. HE WAS ALSO AWARE BEFORE THE ACCIDENT THAT THE ENG WOULD LOSE POWER WITH THE FUEL SELECTOR POSITIONED TO THE MAIN TANK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: OPERATION BY THE OWNER/PILOT-IN-COMMAND WITH KNOWN DEFICIENCIES IN EQUIPMENT AND FUEL STARVATION DUE TO A BLOCKED FUEL LINE.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAKEOFF

Findings

1. FUEL SYSTEM,LINE - BLOCKED(TOTAL)
2. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

4. FLUID,FUEL - EXHAUSTION

Occurrence #3: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: DESCENT - EMERGENCY

Findings

5. FUEL SYSTEM,LINE - BLOCKED(TOTAL)
6. FUEL TANK SELECTOR POSITION - SELECTED - PILOT IN COMMAND
7. (C) FLUID,FUEL - STARVATION

Occurrence #4: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #5: GEAR NOT EXTENDED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	73, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 28, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	11343 hours (Total, all aircraft), 1642 hours (Total, this make and model), 9592 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NORTH AMERICAN	Registration:	N8631H
Model/Series:	NAVION NAVION	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	NAV-4-596
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 22, 1991 Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	22 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3099 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	E-225-4
Registered Owner:	SWARTZ, GRANT L.	Rated Power:	225 Horsepower
Operator:	SWARTZ, GRANT L.	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	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OKEECHOBEE , FL (00FL)	Type of Flight Plan Filed:	None
Destination:	SEBRING , FL (SEF)	Type of Clearance:	None
Departure Time:	09:05 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
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:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	27.24052,-80.81948(est)

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons: SCOTT STRICKLAND; ORLANDO , FL

Original Publish Date: April 27, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=33027>

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](#).