



Aviation Investigation Final Report

Location:	BOCA RATON, Florida	Accident Number:	MIA92LA056
Date & Time:	January 6, 1992, 16:47 Local	Registration:	N8434C
Aircraft:	AERO COMMANDER 560E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING CRUISE FLT TO RETURN TO THE DEPARTURE ARPT, THE RT ENG QUIT DUE TO FUEL STARVATION. THE PLT DID NOT FEATHER THE PROPELLER NOR SECURE THE ENG. HE WAS ADVISED OF A NEARBY ARPT & DIVERTED TO LAND THERE BUT THE LT ENG QUIT DUE TO FUEL STARVATION. DURING THE DESCENT THE ACFT COLLIDED WITH A TREE & POWER LINE POLE. THE PLT STATED THAT HE DID NOT REPOSITION THE FUEL SELECTORS AFTER EACH ENG QUIT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER FUEL TANK SELECTOR POSITION OF BOTH ENGINES RESULTING IN TOTAL LOSS OF ENGINE POWER DUE TO FUEL STARVATION. ALSO, FAILURE OF THE PILOT TO PERFORM THE EMERGENCY PROCEDURES FOLLOWING THE LOSS OF POWER FROM BOTH ENGINES.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. ALL ENGINES
2. FLUID,FUEL - STARVATION
3. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
4. (C) EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND

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

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

Findings

- 5. OBJECT - TREE(S)
- 6. OBJECT - POLE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	77, 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 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 13, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	9480 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERO COMMANDER	Registration:	N8434C
Model/Series:	560E 560E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	765
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	May 1, 1991 Annual	Certified Max Gross Wt.:	6500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	GO-480-G1B6
Registered Owner:	MARLOR CORPORATION	Rated Power:	295 Horsepower
Operator:	MARLOR CORPORATION	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:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WEST PALM BEACH (PBI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:27 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:	

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	STEVE GORDON; FORT LAUDERDALE, FL DONALD H WHITE; FORT LAUDERDALE, FL
Original Publish Date:	August 13, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=33051

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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](#).