



Aviation Investigation Final Report

Location:	MONTGOMERY, Alabama	Accident Number:	MIA93LA037
Date & Time:	December 27, 1992, 14:44 Local	Registration:	N336SX
Aircraft:	BUNN, RICHARD B. SWEARINGEN SX300	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT FILLED THE FUEL TANKS THE DAY BEFORE THE ACCIDENT FLIGHT AND FLEW AN UNKNOWN LENGTH OF TIME BACK TO HIS HOME AIRPORT. THE PILOT THEN FLEW FOR 3.0 HOURS ACCORDING TO THE AIRCRAFT'S HOBBS METER ON THE DAY OF THE ACCIDENT, PRIOR TO ENGINE FAILURE. JUST BEFORE THE ENGINE FAILURE THE PILOT REPORTED TO ATC A LOW FUEL STATE, AND AS THE ENGINE WAS FAILING THE PILOT REPORTED 'I AM RUNNING OUT OF FUEL.' THE RESCUE PERSONNEL WHO FIRST ARRIVED AT THE SCENE REPORTED THERE WAS NO FUEL LEAKAGE, FUEL ODOR, OR FUEL IN THE AIRCRAFT'S FUEL TANKS. EXAMINATION OF THE AIRCRAFT BY FAA INSPECTORS REVEALED THE RIGHT AND LEFT WINGS HAD VISIBLE FUEL LEAKS AND FRESH SEALANT WAS VISIBLE IN ATTEMPTS TO STOP THE LEAKS. ACCORDING TO THE AIRCRAFT KIT MANUFACTURER THE AIRCRAFT HAS A NORMAL ENDURANCE OF ABOUT 4 HOURS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND'S DECISION TO OPERATE THE AIRCRAFT WITH KNOWN FUEL LEAKS AND HIS FAILURE TO MONITOR FUEL QUANTITY EN ROUTE WHICH RESULTED IN LOSS OF ENGINE POWER DUE TO FUEL EXHAUSTION.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (C) FUEL SYSTEM,TANK - LEAK
2. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
3. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. (C) FLUID,FUEL - EXHAUSTION

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	65, 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:	July 25, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	4200 hours (Total, all aircraft), 180 hours (Total, this make and model), 4100 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BUNN, RICHARD B.	Registration:	N336SX
Model/Series:	SWEARINGEN SX300 SWEARINGEN	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	36
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	July 5, 1992 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	88 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	183 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-L1C5
Registered Owner:	BUNN, RICHARD B.	Rated Power:	300 Horsepower
Operator:	BUNN, RICHARD B.	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:	MGM ,279 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	14:55 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Unknown	Visibility	7 miles
Lowest Ceiling:	Overcast / 1000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	7°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WEST PALM BEACH, FL (FD38)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	13:05 Local	Type of Airspace:	TRSA

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	ASR
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Kennedy, Jeffrey
Additional Participating Persons:	JERRY M YATES; BIRMINGHAM , AL ED DASILVA; BIRMINGHAM , AL RICKY P MESSER; BIRMINGHAM , AL JAMES F BROWN; WILLIAMSPORT , PA
Original Publish Date:	September 28, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=33208

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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](#).