



Aviation Investigation Final Report

Location:	VILLAGE OF GOLF, Florida	Accident Number:	MIA93LA084
Date & Time:	March 9, 1993, 19:11 Local	Registration:	N6998Q
Aircraft:	BEECH B23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS CONDUCTING A NIGHT CROSS-COUNTRY FLIGHT AT 2,000 FEET AGL. THE PILOT SWITCHED THE FUEL TANKS, AND A SHORT TIME LATER EXPERIENCED A SUDDEN DROP IN ENGINE RPM. THE PILOT REPORTED THE EMERGENCY TO PALM BEACH TOWER, AND RECEIVED VECTORS TO THE NEAREST AIRPORT. THE PILOT VERIFIED THE POSITION OF THE MAGNETOS, TURNED THE FUEL PUMP ON, MOVED THE MIXTURE TO FULL RICH, AND SWITCHED THE FUEL TANKS. A PILOT-RATED PASSENGER LOCATED IN A REAR PASSENGER SEAT SHOUTED THE EMERGENCY PROCEDURES TO THE PILOT. THE PILOT SWITCHED THE FUEL TANKS AGAIN, AND CONDUCTED A FORCED LANDING INTO A RESIDENTIAL AREA. EXAMINATION OF THE AIRPLANE WRECKAGE BY THE FAA, AND THE PALM BEACH SHERIFF'S DEPARTMENT REVEALED THE FUEL SELECTOR HANDLE WAS FOUND IN THE 12 O'CLOCK POSITION IN BETWEEN THE LEFT AND RIGHT MAIN TANK POSITION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S IMPROPER MOVEMENT OF THE FUEL SELECTOR VALVE RESULTING IN FUEL STARVATION, FORCED LANDING, AND AN IN-FLIGHT COLLISION WITH TERRAIN.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE

Findings

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

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - EMERGENCY

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Private	Age:	18, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 16, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	113 hours (Total, all aircraft), 14 hours (Total, this make and model), 74 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N6998Q
Model/Series:	B23 B23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	February 25, 1993 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	14 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3445 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A2G
Registered Owner:	908 FLYING CLUB INC.	Rated Power:	180 Horsepower
Operator:	908 FLYING CLUB, INC.	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:	Night/dark
Observation Facility, Elevation:	PBI ,19 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	19:14 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Unknown / 25000 ft AGL	Visibility	
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FORT PIERCE , FL (FPR)	Type of Flight Plan Filed:	None
Destination:	OPA LOCKA , FL (OPF)	Type of Clearance:	None
Departure Time:	18:26 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
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 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 3 None	Latitude, Longitude:	26.519943,-80.110649(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	THOMAS LAIRD; FORTY LAUDERDAL, FL
Original Publish Date:	February 10, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=33239

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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](#).