



Aviation Investigation Final Report

Location:	GRIMES, Iowa	Accident Number:	MKC84LA051
Date & Time:	December 30, 1983, 19:28 Local	Registration:	N9225S
Aircraft:	BEECH BE-23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT MADE A FORCED LANDING AFTER ENGINE FAILURE DURING A NIGHT X-COUNTRY. THE LANDING GEAR COLLAPSED DURING THE LANDING. THE PLT REPORTED THAT THE FUEL PRESSURE WENT TO ZERO AND THE ENGINE QUIT AS HE APPROACHED DES MOINES. ATTEMPTS TO RESTART THE ENGINE FAILED AND THE ACFT WAS LANDED IN AN OPEN FIELD. POST ACCIDENT INVESTIGATION SHOWED NO SIGNS OF FAILURE OR MALFUNCTION TO THE ACFT. THE ACFT HAD ADEQUATE FUEL ABOARD FOR CONTINUED FLT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (F) FLUID,FUEL - STARVATION
 2. (C) REASON FOR OCCURRENCE UNDETERMINED
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Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: COMPLETE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) LANDING GEAR,MAIN GEAR - OVERLOAD
4. (F) LANDING GEAR,NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	31, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 25, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	339 hours (Total, all aircraft), 146 hours (Total, this make and model), 299 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N9225S
Model/Series:	BE-23 BE-23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-1722
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	June 9, 1983 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	423 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-360-A4G
Registered Owner:	FALLS FLYING CLUB, INC.	Rated Power:	180 Horsepower
Operator:		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:	DSM ,957 ft msl	Distance from Accident Site:	
Observation Time:	20:38 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	16 knots / 22 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-4°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	RIVER FALLS , WI (Y53)	Type of Flight Plan Filed:	Unknown
Destination:	DES MOINES , IA (DSM)	Type of Clearance:	
Departure Time:	16:30 Local	Type of Airspace:	

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 1 None	Latitude, Longitude:	41.659221,-93.780258(est)

Administrative Information

Investigator In Charge (IIC): Thorpe, Clint

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=33612>

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](#).