



Aviation Investigation Final Report

Location:	LITTLE ROCK, Arkansas	Accident Number:	MKC84LA122
Date & Time:	April 12, 1984, 17:00 Local	Registration:	N67134
Aircraft:	BEECH BE23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE ACFT CRASHED INTO TREES DURING A FORCED LANDING. EXAMINATION OF THE ACFT FUEL SYSTEM AFTER THE ACCIDENT SHOWED LESS THAN 1 GALLON OF FUEL IN THE RIGHT TANK AND ABOUT 15 GALLONS IN THE LEFT TANK. THE ACFT WAS OPERATED THE ENTIRE FLTON THE RIGHT TANK AND THE PLT ADMITTED SHE DID NOT SWITCH TANKS AT ANY TIME DURING THE FLT OR DURING THE ENGINE FAILURE.

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. FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. (C) EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	36,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 1, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	121 hours (Total, all aircraft), 4 hours (Total, this make and model), 87 hours (Pilot In Command, all aircraft), 63 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N67134
Model/Series:	BE23 BE23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-2256
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 17, 1984 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	92 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1547 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4K
Registered Owner:	CENTRAL FLYING SERVICE, INC.	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	CFSA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LIT	Distance from Accident Site:	4 Nautical Miles
Observation Time:	16:49 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LITTLE ROCK , AR (LIT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	16:50 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:	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:	34.729869,-92.229774(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=33665>

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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](#).