



Aviation Investigation Final Report

Location:	WEST MEMPHIS, Arkansas	Accident Number:	MKC86FPG01
Date & Time:	January 11, 1986, 17:00 Local	Registration:	N20537
Aircraft:	Beech F33A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE ACFT CRASHED INTO THE GROUND AFTER STRIKING TREES DURING A FORCED LNDG. THE ACFT HAD EXPERIENCED A LOSS OF POWER DURING CRUISE AFTER 4 AND 1/2 HRS OF FLT. POST ACC INVESTIGATION SHOWED THAT THE RT MAIN FUEL TANK WAS ALMOST EMPTY OF FUEL AND THE LEFT MAIN HAD AN EST 10 GALLONS IN IT. WHEN QUESTIONED THE PLT COULD NOT REMEMBER WHICH TANK HE SELECTED BUT SAID IT WOULD HAVE BEEN THE FULLEST. THE SELECTOR WAS FOUND ON THE LEFT TANK POSITION.

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) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	49, Male
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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 18, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	621 hours (Total, all aircraft), 406 hours (Total, this make and model), 342 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N20537
Model/Series:	F33A F33A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	CE-831
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	August 24, 1985 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	39 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1205 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-BB
Registered Owner:		Rated Power:	285 Horsepower
Operator:	JAMES NOEL TROMETER	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:	LIT ,258 ft msl	Distance from Accident Site:	130 Nautical Miles
Observation Time:	17:00 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C / -3°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	CLEARWATER , FL (CLR)	Type of Flight Plan Filed:	None
Destination:	KANSAS CITY , KS (IXD)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	WEST MEMPHIS AWM	Runway Surface Type:	Concrete
Airport Elevation:	212 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	35.199012,-90.199516(est)

Administrative Information

Investigator In Charge (IIC): Raebiger, Robert

Additional Participating Persons: CARY E WILCOX; LITTLE ROCK , AR

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34091>

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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](#).