



# Aviation Investigation Final Report

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<b>Location:</b>	WEST MIFFLIN, Pennsylvania	<b>Accident Number:</b>	NYC83FGM02
<b>Date &amp; Time:</b>	April 22, 1983, 13:32 Local	<b>Registration:</b>	N1411L
<b>Aircraft:</b>	BEECH A-23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

THE ACFT LOST POWER DURING TAKEOFF AND A FORCED LANDING WAS MADE FROM 400 FT AGL TO A SLAG DUMP ABOUT 1 MILE SOUTH OF THE AIRPORT. THE RIGHT WING WAS SUBSTANTIALLY DAMAGED BY THE INITIAL IMPACT AS THE ACFT WAS TURNING RIGHT AT TOUCHDOWN. THE NOSE GEAR SEPARATED AS DID THE LEFT MAIN GEAR. THE PILOT WAS SERIOUSLY INJURED. THE PASSENGER WAS NOT INJURED. DURING PREFLIGHT THE PILOT NOTED THE LEFT TANK WAS ALMOST EMPTY AND THE RIGHT TANK CONTAINED ABOUT 15 GALLONS OF FUEL. THE TANK SELECTOR INDICATED THAT RIGHT TANK WAS BEING USED. AFTER THE ACCIDENT IT WAS DISCOVERED THAT THE SELECTOR WAS INSTALLED 90 DEGREES OUT OF PHASE. WHEN IT INDICATED RIGHT TANK IT WAS ON LEFT TANK. THE SELECTOR WOULD HAVE TO BE POSITIONED TO OFF TO USE FUEL FROM THE RIGHT TANK. THE ACFT HAD BEEN FLOWN 3 TIMES SINCE THE ANNUAL INSPECTION ABOUT ONEHALF HOUR EACH TIME AND ALWAYS WITH SELECTOR ON THE RIGHT TANK POSITION. IF LEFT TANK POSITION HAD BEEN USED THE ENGINE WOULD HAVE QUIT AS THIS WOULD HAVE BEEN OFF.

## 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) - MECH FAILURE/MALF

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) FUEL SYSTEM,SELECTOR/VALVE - IMPROPER
2. (C) FUEL SUPPLY - NOT CORRECTED - PILOT IN COMMAND
3. (C) REFUELING - NOT OBTAINED - PILOT IN COMMAND
4. (C) MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL

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Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	58, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 18, 1982
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	567 hours (Total, all aircraft), 19 hours (Total, this make and model), 335 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N1411L
<b>Model/Series:</b>	A-23 A-23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	M804
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 14, 1983 Annual	<b>Certified Max Gross Wt.:</b>	2350 lbs
<b>Time Since Last Inspection:</b>	2 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	828 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-346A
<b>Registered Owner:</b>	RALPH E. GRIMBLE	<b>Rated Power:</b>	165 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	AGC	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	13:45 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Broken	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	WEST MIFFLIN , PA (AGC )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	LATROBE , PA (LBE )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:25 Local	<b>Type of Airspace:</b>	Class D;Class E

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 Minor	<b>Latitude, Longitude:</b>	40.359405,-79.899513(est)

## Administrative Information

**Investigator In Charge (IIC):** Hettich, Edward

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=35092>

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