



# Aviation Investigation Final Report

<b>Location:</b>	OPA-LOCKA, Florida	<b>Accident Number:</b>	MIA94LA093
<b>Date &amp; Time:</b>	March 13, 1994, 14:15 Local	<b>Registration:</b>	N260CB
<b>Aircraft:</b>	SIAI-Marchetti F-260-C	<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 - Other work use		

## Analysis

THE AIRPLANE WAS NO. 2 IN A FLIGHT OF 2 FOR LANDING AFTER A SIMULATED AERIAL COMBAT FLIGHT. ON FINAL APPROACH THE ENGINE LOST POWER AND THE PILOT EXECUTED A FORCED LANDING TO A CEMETERY. THE AIRPLANE COLLIDED WITH TERRAIN DURING THE LANDING. INSPECTION OF THE AIRPLANE REVEALED THE FUEL SELECTOR WAS POSITIONED BETWEEN THE LEFT AND RIGHT TANKS AND THE 'SEE-THROUGH' GASCOLATOR WAS EMPTY.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT-IN-COMMAND TO ASSURE PROPER POSITIONING OF THE FUEL SELECTOR RESULTING IN FUEL STARVATION.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

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

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

On March 13, 1994, about 1415 eastern standard time, N260CB, a Sia Marchetti F-260-C, operated by Air Combat USA Inc., crashed on approach to Opa-Locka Airport, Opa-Locka, Florida, while on a 14 CFR Part 91 acrobatic flight. Visual meteorological conditions prevailed at the time and no flight plan was filed for the local flight. The airplane was substantially damaged and the pilot received minor injuries and the passenger received serious injuries. The flight had originated about 1 hour 30 minutes earlier.

The airplane was number two of a flight of two for landing when the engine failed on final approach. The pilot executed a forced landing to a cemetery off the airport. Examination of the wreckage by an FAA inspector revealed the fuel selector handle was positioned between the right and left main fuel tanks, and the "see through" gascolator was empty. A review of the onboard video and audio recording revealed no verbal use of the prelanding checklist.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	November 1, 1993
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1490 hours (Total, all aircraft), 195 hours (Total, this make and model), 1213 hours (Pilot In Command, all aircraft), 131 hours (Last 90 days, all aircraft), 43 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	SIAI-Marchetti	<b>Registration:</b>	N260CB
<b>Model/Series:</b>	F-260-C F-260-C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Aerobatic; Utility; Provisional (Special)	<b>Serial Number:</b>	303
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	February 3, 1994 Annual	<b>Certified Max Gross Wt.:</b>	2430 lbs
<b>Time Since Last Inspection:</b>	59 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3896 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-540-E4A5
<b>Registered Owner:</b>	BLACKSTONE, MIKE E.	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	AIR COMBAT USA INC.	<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>	OPF ,8 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	14:18 Local	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>	Scattered / 3000 ft AGL	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Broken / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	14 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(OPF )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	OPA LOCKA , FL (OPF )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	13:15 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	OPA-LOCKA OPF	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	Visual
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious	<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>	26.030029,-80.239738(est)

## Administrative Information

**Investigator In Charge (IIC):** Alston, Andrew

**Additional Participating Persons:** JIM DOLE; MIAMI, FL

**Original Publish Date:** October 13, 1995

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=37509>

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