



Aviation Investigation Final Report

Location:	HEBER CITY, Utah	Accident Number:	SEA94LA001
Date & Time:	October 1, 1993, 11:30 Local	Registration:	N667B
Aircraft:	BEECH A35	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING CRUISE A TOTAL LOSS OF ENGINE POWER OCCURRED AND THE PILOT INITIATED A FORCED LANDING AT A NEARBY AIRPORT. DURING HIS APPROACH TO RUNWAY 03 THE PILOT EXTENDED HIS PATTERN DUE TO A GLIDER IN TOW IN THE LANDING PATTERN. THE AIRCRAFT TOUCHED DOWN 100 FEET SHORT OF THE RUNWAY COMING TO REST ON THE RUNWAY IDENTIFICATION NUMBERS. THE AIRCRAFT SUSTAINED UPWARDS CRUSHING OF THE FUSELAGE UNDERSIDE. THE FLAPS WERE FOUND TO BE RETRACTED AND THE GEAR WERE WITHIN THEIR WHEEL WELLS. POST CRASH EXAMINATION REVEALED THAT THE ROLL PIN WHICH ENGAGES THE FUEL SELECTOR HANDLE TO THE FUEL SELECTOR VALVE SHAFT WAS ABSENT, AND THE HANDLE WAS OBSERVED TO ROTATE FREELY ON THE VALVE SHAFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL STARVATION BROUGHT ON BY THE ABSENCE OF THE ROLL PIN WHICH ENGAGES THE FUEL SELECTOR HANDLE TO THE FUEL SELECTOR VALVE SHAFT, AND THE PILOT IN COMMAND'S MISJUDGING HIS FLARE RESULTING IN A HARD LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE

Findings

1. FLUID,FUEL - STARVATION
2. (C) FUEL SYSTEM,SELECTOR/VALVE - DISENGAGED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (C) FLARE - MISJUDGED - PILOT IN COMMAND

Factual Information

On October 1, 1993, at approximately 1130 hours mountain daylight time (MDT), a Beech A35, N667B, registered to Robert R. and Bobbi Sue Weyland, and being flown by Jerald D. King, a certificated private pilot, was substantially damaged during a hard landing just short of runway 3 at the Heber Valley Airport, Heber City, Utah. The pilot and his two passengers were uninjured. Visual meteorological conditions prevailed at the time and no flight plan had been filed. The flight, which was personal in nature, was to have been operated in accordance with the requirements set forth in 14CFR91 and originated from Salt Lake City (Municipal Airport No. 2) at approximately 0830 hours.

Two certified requests for the completion of NTSB Form 6120.1/2 were issued to the pilot, however, no response was received as of the date of this report.

An FAA inspector reported that the aircraft impacted the ground approximately 100 feet short of the runway and slid up onto the pavement resulting in the collapse of the partially extended landing gear and upward crushing of the aircraft's underside (refer to attached FAA Form 8020-16).

The pilot reported to the FAA inspector that while on a local flight he lost engine power and, after being unable to restart the engine, set up for an emergency landing at the Heber Valley Airport. The pilot reported that he extended his approach turn during the forced landing due to a glider under tow in the landing pattern, and touched down short of the landing threshold.

The FAA inspector who examined the aircraft subsequent to the accident reported that the roll pin inserted through the fuel selector handle and into the fuel selector valve shaft was absent (refer to photograph 01). The fuel selector handle was found to rotate freely about the fuel selector valve shaft during the examination. A search for the roll pin was undertaken, however, the pin could not be located.

Post crash examination of the airframe revealed that the flaps were retracted and the landing gear were within their respective wheel wells with minimal damage to the underside of the wing surfaces (refer to photographs 02 and 03).

Pilot Information

Certificate:	Private	Age:	47,Male
Airplane Rating(s):	Single-engine land; Multi-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 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 26, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1200 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N667B
Model/Series:	A35 A35	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	D-1668
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	E-185-11
Registered Owner:	WEYLAND, ROBERT R. & BOBBI SUE	Rated Power:	185 Horsepower
Operator:	KING, JERALD D.	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:	PVU ,4491 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	11:35 Local	Direction from Accident Site:	203°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SALT LAKE CITY (U42)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	HEBER VALLEY 36U	Runway Surface Type:	Asphalt
Airport Elevation:	5632 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	6900 ft / 75 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	41.020954,-111.920585(est)

Administrative Information

Investigator In Charge (IIC): McCreary, Steven

Additional Participating Persons: JERRY ROBERTS; SALT LAKE CITY , UT

Original Publish Date: September 13, 1994

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=41828>

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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](#).