Aviation Investigation Final Report

Location:	Milton, Florida	**Accident Number:**	MIA02LA030
Date & Time:	November 21, 2001, 17:00 Local	**Registration:**	N1836L
Aircraft:	Beech A36	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said he had been airborne for about 3 hours and 15 minutes, and after having descended from 7,000 feet, just before reaching his assigned altitude of 5,000 feet, as he manipulated the throttle control to increase engine power, "the throttle had no effect, and the engine appeared to be generating no power." The pilot said that he performed the emergency procedures, declared an emergency, and made a gear up landing, about 100 feet short of the runway. According to the pilot, an examination of the aircraft determined that the right main fuel tank had less than 2 gallons of fuel remaining. He said that he had been operating the aircraft on the right main tank when the engine had ceased operating. He also said that the left main fuel tank had over 20 gallons of fuel remaining. A licensed FAA aircraft mechanic examined the aircraft and found that it had incurred substantial damege. The mechanic also stated that he found a maximum of about a half of a gallon of fuel remaining in the right main tank, along with debris, and about 18 gallons of fuel remaining in the left tank. According to the mechanic, a detailed examination did not reveal any malfunctions to the aircraft's induction, fuel or ignition systems.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to properly manage the available fuel in all fuel tanks, which resulted in the loss of engine power due to fuel starvation, a forced landing, and damage to the aircraft when the proper touch down point was not attained.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: DESCENT - NORMAL

Findings
1. FUEL MANAGEMENT - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - STARVATION

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: UNDERSHOOT
Phase of Operation: LANDING

Findings
3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Factual Information

On November 21, 2001, about 1700 central standard time, a Beech A36, N1836L, registered to, and operated by a private individual, as a Title 14 CFR Part 91 personal flight, made a forced landing, short of the runway at Choctaw Field, near Milton, Florida. Visual meteorological conditions prevailed, and an instrument flight rules flight plan was filed. The private-rated pilot, and one passenger received no injuries, and the aircraft incurred substantial damage. The flight originated from Georgetown, Texas, the same day, about 1345.

According to the pilot, he had been airborne for about 3 hours 15 minutes, and after having descended from 7,000 feet, just before reaching his assigned altitude of 5,000 feet, as he manipulated the throttle control to increase engine power, "the throttle had no effect, and the engine appeared to be generating no power." The pilot said that he performed the emergency procedures, but could not get the engine to generate power, so he declared an emergency. He said that he was cleared to a field at his 10 o'clock position, but was not able to glide to the runway, but could make it to a clearing in front of the runway. According to the pilot, he elected to land the aircraft with the landing gear retracted, and during the emergency landing the aircraft skin was wrinkled, and the elevator incurred structural damage.

The pilot stated that he had been operating the aircraft using fuel from the right main fuel tank when the engine had ceased operating, and after the accident, when examined, the right main fuel tank was found to have less than 2 gallons of fuel remaining. The pilot further stated that the left main fuel tank had over 20 gallons of fuel, and that " based upon that information, it can be concluded that the initial reason for the engine loosing power was due to fuel exhaustion from the right main tank..."

The aircraft was examined by a licensed FAA aircraft mechanic, and according to the mechanic, he found a maximum of about a half of a gallon of fuel remaining in the right main fuel tank. The mechanic also said that when he removed fuel from the right main fuel tank, in addition to the fuel, debris also came out of the tank. The mechanic said that he examined the aircraft's induction, fuel and ignition systems, and did not find any malfunctions to any of those systems.

Pilot Information

Certificate:	Private	**Age:**	47,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	April 11, 2001
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	October 16, 2001
Flight Time:	550 hours (Total, all aircraft), 400 hours (Total, this make and model), 400 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N1836L
Model/Series:	A36	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	E-1111
Landing Gear Type:	Retractable - Tricycle	**Seats:**	4
Date/Type of Last Inspection:	December 15, 2001 Annual	**Certified Max Gross Wt.:**	3700 lbs
Time Since Last Inspection:	4 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	3400 Hrs at time of accident	**Engine Manufacturer:**	Teledyne Cont
ELT:	Installed, not activated	**Engine Model/Series:**	IO-550B
Registered Owner:	Thomas P. Bishop	**Rated Power:**	300 Horsepower
Operator:		**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	
Observation Facility, Elevation:	PNS,121 ft msl	**Distance from Accident Site:**	40 Nautical Miles
Observation Time:	17:53 Local	**Direction from Accident Site:**	270°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	0 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	0°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.04 inches Hg	**Temperature/Dew Point:**	12°C / 2°C
Precipitation and Obscuration:			
Departure Point:	Georgetown, TX (GTU)	**Type of Flight Plan Filed:**	IFR
Destination:	Destin, FL (DTS)	**Type of Clearance:**	IFR
Departure Time:	13:45 Local	**Type of Airspace:**	Unknown

Airport Information

Airport:	Choctaw Field	**Runway Surface Type:**	
Airport Elevation:	20 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	18	**IFR Approach:**	Unknown
Runway Length/Width:	8000 ft / 300 ft	**VFR Approach/Landing:**	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	30.630558,-87.040336(est)

Administrative Information

Investigator In Charge (IIC):	Lovell, John
Additional Participating Persons:	Steven Blansett; FAA FSDO; Birmingham, AL
Original Publish Date:	February 20, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=53846