



Aviation Investigation Final Report

Location:	Emerson, Nebraska	Accident Number:	CHI05CA269
Date & Time:	September 16, 2005, 12:00 Local	Registration:	N8225F
Aircraft:	Beech F33A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The airplane sustained substantial damage during a forced landing following a complete loss of engine power. The pilot reported that while in flight at 1,800 feet above ground level, he experienced a loss of power about 10 seconds after switching fuel tanks. He also reported a loss of fuel pressure. An engine run subsequent to the accident confirmed engine operation. During the engine run, it was found that failure to place the fuel selector valve within the detent would result in power loss due to fuel starvation. The pilot reported that he was over rolling terrain with crops and during the landing the airplane contacted corn crops and a barbed wire fence.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power due to the pilot's failure to verify the fuel selector position which resulted in fuel starvation. Factors were the low altitude, the crops and the fence.

Findings

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

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - NOT VERIFIED - PILOT IN COMMAND

3. (F) ALTITUDE - LOW - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

4. (F) TERRAIN CONDITION - CROP

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

5. (F) OBJECT - FENCE

Factual Information

On September 16, 2005, about 1200 central daylight time, a Beech F33A, N8225F, piloted by a private pilot, sustained substantial damage during a forced landing following a complete loss of engine power near Emerson, Nebraska. The 14 CFR Part 91 business flight was operating in visual meteorological conditions without a flight plan. The pilot was not injured. The flight originated from the Karl Stefan Memorial Airport, Norfolk, Nebraska, about 1145, and was bound for the Sioux Gateway Airport/Col. Bud Day Field, Sioux City, Iowa.

In a written statement, the pilot stated that he began the flight with full fuel. He stated that while in flight at 1,800 feet above ground level, he switched fuel tanks and about 10 seconds later the engine quit. He stated that there was a loss of fuel flow. He stated that his attempts to restart the engine, including switching tanks again were of no avail and he executed a forced landing to a field. He stated that the terrain consisted of rolling hills and during the landing the airplane contacted corn crops and a barbed wire fence.

A postaccident engine run failed to reveal any anomalies with regard to the engine or fuel system. During the engine run it was noted that failure to accurately position the fuel selector valve within the detent resulted in fuel starvation. Re-positioning the fuel selector valve within the detent for any fuel tank would allow the engine to operate normally.

Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	September 1, 2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3200 hours (Total, all aircraft), 2400 hours (Total, this make and model), 3200 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N8225F
Model/Series:	F33A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	CE-1597
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-520
Registered Owner:	Charles Robert Adams	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	NORFOLK, NE (OFK)	Type of Flight Plan Filed:	None
Destination:	SIoux CITY, IA (SUX)	Type of Clearance:	None
Departure Time:	11:45 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	42.322776,-96.681114

Administrative Information

Investigator In Charge (IIC): Brannen, John

Additional Participating Persons:

Original Publish Date: January 31, 2006

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=62644>

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