



# Aviation Investigation Final Report

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<b>Location:</b>	West Palm Beach, Florida	<b>Accident Number:</b>	MIA06LA049
<b>Date &amp; Time:</b>	January 26, 2006, 12:00 Local	<b>Registration:</b>	N3292K
<b>Aircraft:</b>	Globe GC-1B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The solo private pilot was preparing to land following a personal flight. The pilot said that as the airplane descended to about 1,000 feet msl, all engine power was lost. The pilot performed engine emergency procedures, but was unable to restore engine power, and he selected a grass-covered field as a forced landing site. During the forced landing, the left main gear wheel struck a culvert, and the left main landing gear collapsed. The airplane sustained substantial damage to the left wing and fuselage. The airplane's maximum fuel capacity is about 55.6 gallons, with 52 gallons of usable fuel. The unusable fuel is about 3.6 gallons, or 1.8 gallons per side. The fuel tanks were not breached during the accident. Salvage crews reported draining about 5 gallons of fuel from the accident airplane prior to recovery.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power during descent due to an undetermined reason, which resulted in an

off-airport forced landing and collision with a culvert.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: DESCENT - NORMAL

### Findings

1. REASON FOR OCCURRENCE UNDETERMINED

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

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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY LANDING

### Findings

2. OBJECT - OTHER

3. TERRAIN CONDITION - GROUND

## Factual Information

On January 26, 2006, about 1200 eastern standard time, a Globe GC-1B airplane, N3292K, sustained substantial damage during a forced landing, about 3 miles west of the North Palm Beach County General Aviation Airport, West Palm Beach, Florida. The airplane was being operated as a visual flight rules (VFR) personal flight under Title 14, CFR Part 91, when the accident occurred. The solo private pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight originated about 1100, from the North Palm Beach County General Aviation Airport.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on February 2, the pilot reported that during the initial descent to the North Palm Beach County General Aviation Airport, as the airplane descended to about 1,000 msl, all engine power was lost. The pilot said that after performing engine emergency procedures, he was unable to restore engine power, and he selected a grass-covered field as a forced landing site. During the forced landing, the left main gear wheel struck a culvert, and the left main landing gear collapsed. The airplane sustained substantial damage to the left wing and fuselage.

The airplane was equipped with a Lycoming O-360-A1A engine.

The airplane's maximum fuel capacity is reported to be 55.6 gallons, with 52 gallons of usable fuel. The unusable fuel is about 3.6 gallons, or 1.8 gallons per side. The fuel tanks were not breached during the accident. Salvage crews reported to the NTSB IIC that about 5 gallons of fuel was drained from the accident airplane before it was moved from the accident site. The airplane's carburetor float bowl was damaged during the impact, and contained no fuel.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	73, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<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 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	April 1, 2005
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	August 1, 2005
<b>Flight Time:</b>	5244 hours (Total, all aircraft), 514 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Globe	<b>Registration:</b>	N3292K
<b>Model/Series:</b>	GC-1B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1285
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	May 1, 2005 Annual	<b>Certified Max Gross Wt.:</b>	1970 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2880.6 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-A1A
<b>Registered Owner:</b>	Richard E. McKinnon	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PBI,28 ft msl	<b>Distance from Accident Site:</b>	12 Nautical Miles
<b>Observation Time:</b>	11:53 Local	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>	Scattered / 3400 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots / 0 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	50°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.27 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	West Palm Beach, FL (F45 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	West Palm Beach, FL (F45 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	NORTH PALM BEACH GENERAL AVIAT F45	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	22 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	13	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4303 ft / 75 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	26.845277,-80.221389

## Administrative Information

**Investigator In Charge (IIC):** Obregon, Jose

**Additional Participating Persons:** Tracey L Egan; Federal Aviation Administration; Fort Lauderdale , FL

**Original Publish Date:** January 31, 2008

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=63184>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).