



Aviation Investigation Final Report

Location:	San Diego, California	Accident Number:	LAX08LA088
Date & Time:	March 28, 2008, 16:15 Local	Registration:	N3133W
Aircraft:	Beech F33A	Aircraft Damage:	Substantial
Defining Event:	Fuel starvation	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that she had leaned the mixture during cruise flight; however, she did not adjust the mixture setting prior to initiating an approach to landing. While on final approach to the runway, the engine lost power. The pilot advanced the throttle with no change in engine performance. The airplane landed hard in an open area just short of the approach end of the runway and impacted a ditch during the landing roll. Examination of the airplane by a Federal Aviation Administration inspector revealed that the firewall sustained substantial damage. The engine remained attached to the airframe by all its mounts. The engine was started and ran normally through various power settings. No anomalies were noted with the engine or airframe. The Pilot's Operating Handbook normal procedures state to enrich the mixture as required for descent and before landing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power due to fuel starvation as a result of the pilot's improper use of the mixture control.

Findings

Aircraft	Mixture control - Incorrect use/operation
Personnel issues	Use of equip/system - Pilot
Environmental issues	Rough terrain - Contributed to outcome

Factual Information

History of Flight

Approach-VFR pattern final	Fuel starvation (Defining event)
Approach-VFR pattern final	Loss of engine power (total)
Emergency descent	Off-field or emergency landing

On March 28, 2008, about 1615 Pacific daylight time, a Beech F33A single-engine airplane, N3133W, landed short of the runway following a loss of engine power during final approach to landing at the Montgomery Field Airport (MYF), San Diego, California. The owner/pilot was operating the airplane under the provisions of 14 Code of Federal Regulations (CFR) Part 91. The private pilot sustained minor injuries. The airplane was substantially damaged. Visual meteorological conditions prevailed and no flight plan was filed for the local flight. The personal flight originated from Ramona, California, about 1600.

The pilot reported that during an uneventful flight, she had leaned the fuel mixture. She stated that she was cleared to land on runway 28L and proceeded to slow the airplane to 120 knots and extend the landing gear. About 2 miles from the runway on final approach, she heard a "slight whirl noise" followed by the engine losing power. She applied full throttle with no change in engine performance. Subsequently, the airplane landed hard in an open area about 250 feet short of the approach end of the runway and struck a ditch during the landing roll. The pilot reported to investigators she did not change the mixture setting during her approach to MYF. She added that from the time the engine lost power to the time the airplane impacted the ground was about 30 seconds.

Examination of the airplane by a Federal Aviation Administration (FAA) inspector revealed that the firewall sustained substantial damage. The engine remained attached to the airframe by all its mounts. The engine was started and ran normally through various power settings. No anomalies were noted with the engine or airframe.

The Beechcraft Bonanza F33A Pilot's Operating Handbook normal procedures state to enrich the mixture as required for descent and before landing.

Pilot Information

Certificate:	Private	Age:	69,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
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 With waivers/limitations	Last FAA Medical Exam:	November 1, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 1, 2008
Flight Time:	1959 hours (Total, all aircraft), 1850 hours (Total, this make and model), 1898 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N3133W
Model/Series:	F33A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	CE 465
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 1, 2008 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	7251 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-550-B
Registered Owner:	On file	Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MYF,427 ft msl	Distance from Accident Site:	
Observation Time:	15:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	9 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	17°C / 48°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Ramona, CA (RMN)	Type of Flight Plan Filed:	None
Destination:	San Diego, CA (MYF)	Type of Clearance:	VFR
Departure Time:	16:00 Local	Type of Airspace:	

Airport Information

Airport:	MONTGOMERY FIELD MYF	Runway Surface Type:	Dirt
Airport Elevation:	427 ft msl	Runway Surface Condition:	Dry
Runway Used:	28L	IFR Approach:	None
Runway Length/Width:	3401 ft / 60 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	32.815555,-117.139442(est)

Administrative Information

Investigator In Charge (IIC):	Jones, Patrick
Additional Participating Persons:	Tom Marquez; Federal Aviation Administration; San Diego, CA
Original Publish Date:	April 15, 2009
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=67776

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](#).