



Aviation Investigation Final Report

Location:	OCEAN ISLAND BE, North Carolina	Accident Number:	ATL90LA063
Date & Time:	February 10, 1990, 16:30 Local	Registration:	N4723M
Aircraft:	BEECH A 36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT HAD RETURNED FROM A 3.5 HOUR CROSS COUNTRY FLIGHT THE PREVIOUS WEEK. THIS FLIGHT WAS TO FUEL THE AIRPLANE AT A NEARBY AIRPORT. AFTER TAKEOFF THE PILOT SAW A RAIN SHOWER AT THE DESTINATION & RETURNED TO HIS DEPARTURE AIRPORT. ON BASE LEG THE ENGINE QUIT. THE FUEL SELECTOR WAS CHANGED FROM THE RIGHT TANK TO THE LEFT BUT, THE AUXILIARY FUEL PUMP WAS LEFT OFF. A FORCED LANDING ENSUED ON A SAND DUNE. EXAMINATION OF THE AIRPLANE REVEALED 1/2 GAL OF FUEL IN THE RIGHT TANK & EIGHT PLUS GALS IN THE LEFT TANK. A WX BRIEF WAS NOT OBTAINED. FLIGHT MANUAL LIST AUXILIARY FUEL PUMP-ON IN ENGINE FAILURE EMERGENCY PROCEDURE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF ENGINE POWER DUE TO FUEL STARVATION AND THE PILOT IN COMMANDS FAILURE TO TURN ON THE ELECTRIC BOOST PUMP DURING ATTEMPTED ENGINE RESTART RESULTING IN A FORCED LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (C) FLUID,FUEL - STARVATION
2. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) WEATHER EVALUATION - NOT PERFORMED - PILOT IN COMMAND
4. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
5. (C) FUEL BOOST PUMP SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings
6. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
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 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 20, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	450 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N4723M
Model/Series:	A 36 A 36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	E-1254
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	IO-520-BA
Registered Owner:	UNKNOWN	Rated Power:	285 Horsepower
Operator:	SUN BIRD INVESTMENT, INC	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:	CRE	Distance from Accident Site:	
Observation Time:	15:45 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	6 miles
Lowest Ceiling:	Overcast / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	19°C / 13°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	(60J)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:15 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Hicks, Preston
Additional Participating Persons:	PHIL RANDALL; MORRISVILLE , NC
Original Publish Date:	October 2, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8207

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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](#).