



Aviation Investigation Final Report

Location:	Fort Stockton, Texas	Accident Number:	CEN13CA207
Date & Time:	March 26, 2013, 19:00 Local	Registration:	N888TT
Aircraft:	Beech A36	Aircraft Damage:	Substantial
Defining Event:	Simulated/training event	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot was instructed to move the fuel selector from the right tank to the left tank. When the airplane was on the downwind leg for landing, the instructor told the pilot to reduce power and perform a simulated forced landing. Because the airplane was far from the runway and 200 feet above the ground, the instructor told the pilot to go around. The student advanced the throttle, but the engine did not respond. The instructor took control of the airplane, turned 40 degrees to the right, lowered the landing gear, and made an off-airport landing on a rough dirt field. The left wing struck a large bush and was substantially damaged, and the airplane spun around 90 degrees to the left and slid sideways for about 65 feet. After evacuating the airplane, the instructor returned to turn off the electronics and noticed that the fuel selector was in the OFF position.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot inadvertently switching the fuel selector to the OFF position and the flight instructor's failure to monitor the student pilot's actions.

Findings

Personnel issues	Incorrect action performance - Student/instructed pilot
Personnel issues	Monitoring other person - Instructor/check pilot
Aircraft	Fuel selector/shutoff valve - Incorrect use/operation

Factual Information

History of Flight

Approach	Simulated/training event (Defining event)
Approach	Fuel starvation
Approach	Loss of engine power (total)
Emergency descent	Off-field or emergency landing
Landing	Collision with terr/obj (non-CFIT)

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	61, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	April 27, 2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 4, 2011
Flight Time:	2683 hours (Total, all aircraft), 11 hours (Total, this make and model), 1364 hours (Pilot In Command, all aircraft)		

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 13, 2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 13, 2012
Flight Time:	375 hours (Total, all aircraft), 5 hours (Total, this make and model), 305 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Information

Certificate:		Age:	57
Airplane Rating(s):		Seat Occupied:	
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N888TT
Model/Series:	A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E-1641
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 18, 2013 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	11 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2461 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-B5F
Registered Owner:	I.B. Development, LLC	Rated Power:	300 Horsepower
Operator:	I.B. Development, LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	KFST,3011 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	18:53 Local	Direction from Accident Site:	115°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	18 knots / 22 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	17°C / -11°C
Precipitation and Obscuration:			
Departure Point:	Monahans, TX (E01)	Type of Flight Plan Filed:	None
Destination:	Fort Stockton, TX (KFST)	Type of Clearance:	None
Departure Time:	18:10 Local	Type of Airspace:	

Airport Information

Airport:	Fort Stockton-Pecos County KFST	Runway Surface Type:	Asphalt
Airport Elevation:	3011 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	7508 ft / 100 ft	VFR Approach/Landing:	Simulated forced landing

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	30.915555,-102.916114(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	Mark W McDougall; FAA Flight Standards District Office; Lubbock, TX
Original Publish Date:	June 4, 2013
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=86522

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