



Aviation Investigation Final Report

Location:	MEBANE, North Carolina	Accident Number:	ATL93LA052
Date & Time:	January 17, 1993, 17:30 Local	Registration:	N3523R
Aircraft:	BEECH 23	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ACCORDING TO THE PILOT, THE ENGINE QUIT AS HE TURNED DOWNWIND IN THE TRAFFIC PATTERN WHILE CONDUCTING TOUCH AND GO LANDINGS. THE ATTEMPT TO RESTART THE ENGINE FAILED, AND THE PILOT SELECTED AN EMERGENCY LANDING AREA BETWEEN A TREE LINE AND A MOBILE HOME PARK; THE AIRPLANE TOUCHED DOWN IN THE OPEN PORTION OF THE LANDING AREA. THE FIELD EXAMINATION OF THE AIRPLANE DISCLOSED THAT THE LEFT FUEL TANK HAD A LARGE QUANTITY OF FUEL, BUT THE RIGHT TANK WAS EMPTY; THE FUEL SELECTOR WAS ON THE RIGHT TANK. CONTINUITY WAS ESTABLISHED BETWEEN THE FUEL SELECTOR AND THE ENGINE, AND THERE WAS NO FUEL DISCOVERED IN THE FUEL SYSTEM COMPONENTS. THE ENGINE WAS PLACED ON A TEST STAND AND OPERATED UP TO 2400 RPM WITHOUT DIFFICULTY. EXAMINATION OF THE WRECKAGE FAILED TO DISCLOSE A MECHANICAL MALFUNCTION OR COMPONENT FAILURE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S MISMANAGEMENT OF THE FUEL SUPPLY WHICH RESULTED IN FUEL STARVATION TO THE ENGINE.

Findings

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

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 23, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	190 hours (Total, all aircraft), 120 hours (Total, this make and model), 148 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N3523R
Model/Series:	23 23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M682
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 10, 1992 Annual	Certified Max Gross Wt.:	2355 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3026 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-346A
Registered Owner:	MCBRIDE, WILLIAM	Rated Power:	165 Horsepower
Operator:	MCBRIDE, WILLIAM	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:	GSO ,926 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	17:52 Local	Direction from Accident Site:	275°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	6°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BURLINGTON , NC (BUY)	Type of Flight Plan Filed:	None
Destination:	(BUY)	Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	KIMREY AIRPORT PVT	Runway Surface Type:	Grass/turf
Airport Elevation:	600 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2400 ft / 300 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Serious	Latitude, Longitude:	36.090534,-79.26976(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	PHILLIP RANDEL; WINSTON SALEM , NC
Original Publish Date:	November 3, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8724

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](#).