



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	LEESBURG, FL	<b>Accident Number:</b>	MIA83FA062
<b>Date &amp; Time:</b>	01/21/1983, 1630 EST	<b>Registration:</b>	N69K
<b>Aircraft:</b>	BEECH C45H	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE ACFT CRASHED INTO A LAKE DURING A FORCED LANDING AFTER THE ENGINES QUIT. THE PIC HAD GONE FOR A LOCAL FLT WITH A PLT/PASSENGER. AFTER A FEW MINUTES OF FLT HE ANNOUNCED THAT THEY DID NOT HAVE ANY FUEL. THE ACFT WAS ON AN APPROACH TO RETURN WHEN BOTH ENGINES BEGAN TO CUT OUT. THE ACFT DID NOT MAKE THE RWY AND IMPACTED IN THE LAKE. THE OCCUPANTS WERE ABLE TO EVACUATE AND WERE PICKED UP BY FISHERMEN. THE ACFT CAME TO REST ON THE BOTTOM OF THE LAKE. THE ACFT HAD JUST COMPLETED A CROSS-COUNTRY WITH THE SAME PIC AND NO REFUELING WAS ACCOMPLISHED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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

### Findings

1. (C) FUEL SUPPLY - DISREGARDED - PILOT IN COMMAND
  2. (C) FLUID,FUEL - EXHAUSTION
  3. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

### Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/23/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1575 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N69K
Model/Series:	C45H C45H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	AF625
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	7850 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, activated	Engine Model/Series:	R-985
Registered Owner:	PENDING	Rated Power:	450 hp
Operator:	RAYMOND A. WALDROP	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ORL, 113 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1555 EST	Direction from Accident Site:	130°
Lowest Cloud Condition:	Scattered / 1000 ft agl	Visibility	12 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class D

## Airport Information

Airport:	LEESBURG MUNICIPAL (LEE)	Runway Surface Type:	Asphalt
Airport Elevation:	77 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	4984 ft / 150 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	THOMAS W WATSON	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).