



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	OAK CREEK, WI	<b>Accident Number:</b>	CHI95FA255
<b>Date &amp; Time:</b>	08/01/1995, 1040 CDT	<b>Registration:</b>	N6922S
<b>Aircraft:</b>	BEECH T-34C	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot had been flying about 3 hours and 45 minutes when he acquired an IFR clearance. A short time later he told the controller his engine flamed out. Shortly after this radio call the airplane descended below radar coverage. Witnesses saw the airplane flying about 200 to 300 feet above the ground. They said the wings were banking left and right. They said the airplane made a rapid bank to the right and descended vertically into the ground. The investigation revealed no fuel in the airplane's fuel tanks and no fuel odor around the accident site. The electric stall warning system was tested at the manufacturer and performed to manufacturers' specification. The electrical systems Command Indicator Lights bulbs in both cockpits had stretched filaments. The amount of dual instruction in the accident airplane could not be determined from the pilot's flight time records.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain an adequate fuel supply, and his failure to maintain airspeed.

## Findings

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

### Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

Occurrence #3: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: EMERGENCY DESCENT/LANDING

### Findings

3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	55
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	3005 hours (Total, all aircraft), 106 hours (Total, this make and model), 17 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N6922S
<b>Model/Series:</b>	T-34C T-34C	<b>Engines:</b>	1 Turbo Prop
<b>Operator:</b>	SHELTON ENTERPRISES	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	PT6A-25
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MKE, 723 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 300 ft agl	<b>Wind Speed/Gusts, Direction:</b>	11 knots / , 10°
<b>Temperature:</b>	18° C	<b>Visibility</b>	3 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ATLANTA, GA (PDK)	<b>Destination:</b>	MILWAUKEE, WI (MKE)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

Latitude, Longitude:

## Administrative Information

<b>Investigator In Charge (IIC):</b>	FRANK S GATTOLIN	<b>Adopted Date:</b>	05/30/1996
<b>Investigation Docket:</b>	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:pubin@ntsb.gov">pubin@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> .		

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