



National Transportation Safety Board Aviation Accident Final Report

Location:	XENIA, OH	Accident Number:	BF093LA064
Date & Time:	05/01/1993, 1100 EDT	Registration:	N665M
Aircraft:	BEECH E18S	Aircraft Damage:	Substantial
Defining Event:		Injuries:	10 None

Flight Conducted Under: Part 91: General Aviation -

Analysis

SHORTLY AFTER TAKEOFF, BOTH ENGINES LOST POWER. THE PILOT SAID HE SELECTED DIFFERENT FUEL TANKS, BUT COULD NOT RESTART THE ENGINES. HE SUBSEQUENTLY MADE A WHEELS-UP FORCED LANDING IN A FIELD BELOW HIS FLIGHT PATH. THE PILOT STATED THAT HE HAD PERFORMED A PREFLIGHT INSPECTION AND THAT THERE WAS 4.1 GALS IN BOTH THE FRONT LEFT AND RIGHT MAIN FUEL TANKS. EXAMINATION OF THE AIRPLANE AFTER THE ACCIDENT REVEALED A COMBINED TOTAL OF ABOUT 5 GALS IN THE FORWARD LEFT AND RIGHT TANKS. THE OTHER FOUR TANKS WERE EMPTY. THE PILOT STATED THAT HE HAD LOST TRACK OF THE FLIGHTS FLOWN THAT DAY AND DID NOT VISUALLY CHECK THE FUEL. HE ALSO STATED THAT HE '...RAN THE AIRPLANE OUT OF FUEL.' ACCORDING TO BEECH, ALL FUEL IN THE AIRPLANE IS USABLE EXCEPT FOR A COMBINED 6 GALS IN THE LEFT AND RIGHT FORWARD TANKS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE PREFLIGHT BY THE PILOT, WHICH RESULTED IN FUEL EXHAUSTION DUE TO AN INADEQUATE SUPPLY OF FUEL.

Findings

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

Findings

1. ALL ENGINES
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) FLUID,FUEL - EXHAUSTION
4. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: GEAR NOT EXTENDED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	52, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/24/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	12000 hours (Total, all aircraft), 7000 hours (Total, this make and model), 40 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N665M
Model/Series:	E185 E185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BA-421
Landing Gear Type:	Retractable - Tailwheel	Seats:	12
Date/Type of Last Inspection:	11/16/1992, Annual	Certified Max Gross Wt.:	10100 lbs
Time Since Last Inspection:	22 Hours	Engines:	2 Reciprocating
Airframe Total Time:	9803 Hours	Engine Manufacturer:	P&W
ELT:		Engine Model/Series:	R-985-14B
Registered Owner:	SKYDIVE GREENE CO INC	Rated Power:	450 hp
Operator:	SKYDIVE GREENE CO INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DAY, 925 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1050 EDT	Direction from Accident Site:	290°
Lowest Cloud Condition:	Scattered / 12000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19° C / 7° C
Precipitation and Obscuration:			
Departure Point:	(I20)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1030 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	9 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	10 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	MARGARET B NAPOLITAN	Report Date:	03/18/1994
Additional Participating Persons:	STANLEY P FASKE; CINCINNATI, OH		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).