



# National Transportation Safety Board Aviation Accident Data Summary

|                                |                             |                         |            |
|--------------------------------|-----------------------------|-------------------------|------------|
| <b>Location:</b>               | XENIA, OH                   | <b>Accident Number:</b> | BFO93LA064 |
| <b>Date &amp; Time:</b>        | 05/01/1993, 1100 EDT        | <b>Registration:</b>    | N665M      |
| <b>Aircraft:</b>               | BEECH E18S                  | <b>Injuries:</b>        | 10 None    |
| <b>Flight Conducted Under:</b> | 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

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

## Pilot Information

|                                  |   |                              |      |
|----------------------------------|---|------------------------------|------|
| <b>Certificate:</b>              | Commercial  | <b>Age:</b>                  | 52   |
| <b>Airplane Rating(s):</b>       | Multi-engine Land; Single-engine Land   | <b>Instrument Rating(s):</b> | None |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Instructor Rating(s):</b> | None |
| <b>Flight Time:</b>              | 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

|                                       |                             |                             |                 |
|---------------------------------------|-----------------------------|-----------------------------|-----------------|
| <b>Aircraft Make:</b>                 | BEECH                       | <b>Registration:</b>        | N665M           |
| <b>Model/Series:</b>                  | E18S E18S                   | <b>Engines:</b>             | 2 Reciprocating |
| <b>Operator:</b>                      | SKYDIVE GREENE CO INC       | <b>Engine Manufacturer:</b> | P&W             |
| <b>Operating Certificate(s) Held:</b> | None                        | <b>Engine Model/Series:</b> | R-985-14B       |
| <b>Flight Conducted Under:</b>        | Part 91: General Aviation - |                             |                 |

## Meteorological Information and Flight Plan

|   |                   |                                     |                              |
|---|-------------------|-------------------------------------|------------------------------|
| <b>Conditions at Accident Site:</b>     | Visual Conditions | <b>Condition of Light:</b>          | Day                          |
| <b>Observation Facility, Elevation:</b> | DAY, 925 ft msl   | <b>Weather Information Source:</b>  | Weather Observation Facility |
| <b>Lowest Ceiling:</b>                  | None / 0 ft agl   | <b>Wind Speed/Gusts, Direction:</b> | 12 knots / , 100°            |
| <b>Temperature:</b>                     | 19° C             | <b>Visibility:</b>                  | 7 Miles                      |
| <b>Precipitation and Obscuration:</b>   |                   |                                     |                              |
| <b>Departure Point:</b>                 | (I20)             | <b>Destination:</b>                 |                              |

## Wreckage and Impact Information

|                             |        |                            |             |
|-----------------------------|--------|----------------------------|-------------|
| <b>Crew Injuries:</b>       | 1 None | <b>Aircraft Damage:</b>    | Substantial |
| <b>Passenger Injuries:</b>  | 9 None | <b>Aircraft Fire:</b>      | None        |
| <b>Ground Injuries:</b>     | N/A    | <b>Aircraft Explosion:</b> | None        |
| <b>Latitude, Longitude:</b> |        |                            |             |

## Administrative Information

|                                      |  |                      |            |
|--------------------------------------|--|----------------------|------------|
| <b>Investigator In Charge (IIC):</b> | MARGARET B NAPOLITAN   | <b>Adopted Date:</b> | 03/18/1994 |
| <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: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> . |                      |            |

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