



National Transportation Safety Board Aviation Accident Data Summary

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| Location: | DUNSMUIR, CA | Accident Number: | LAX92LA001 |
| Date & Time: | 10/01/1991, 1135 PDT | Registration: | N140KB |
| Aircraft: | BEECH A36TC | Injuries: | 1 Serious |
| Flight Conducted Under: | Part 91: General Aviation - Ferry | | |

Analysis

THE ACFT WAS LAST REFUELED ON A PREVIOUS FLT. AT DUNSMUIR, IT WAS PARKED TIL THE NEXT WEEK WHEN MAINT WAS PERFORMED FOR A LOW MANIFOLD PRES PRBLM. THE OWNER ELECTED TO FLY THE ACFT TO REDDING FOR AN ANNUAL INSP. HE ESTIMATED THERE WAS AT LEAST 9 GALS OF USABLE FUEL REMAINING. HE THEN FLEW TO REDDING & PICKED UP A MECHANIC. THE MECHANIC WAS TO FLY BACK TO DUNSMUIR WITH THE PLT, THEN RTRN THE ACFT TO REDDING. BFR DEPG FM REDDING, THE MECHANIC LOOKED INSIDE BOTH FUEL TANKS WHILE THE ENG WAS RUNNING & SAW NO FUEL IN THE RGT TANK & SOME FUEL IN THE L TANK. AT DUNSMUIR, THE OWNER DEPLANED & THE MECHANIC DEPD ON THE 15 TO 20 MIN FLT BACK TO REDDING. THE PLT (MECHANIC) SAID THE ACFT WAS CLIMBING ABT 5 MI FM THE ARPT WHEN THE ENG QUIT. ATMPTS TO GET IT RESTARTED WERE UNSUCCESSFUL. HE TURNED BACK TWD THE ARPT, BUT THE ACFT CRASH LANDED SHORT OF THE RWY. ONLY RESIDUAL FUEL WAS FND IN THE FUEL TANKS; FUEL SYS CONTINUITY WAS ESTABLISHED. ACCORDING TO THE FLT MANUAL, A MIN OF 13 GAL WAS REQD IN EACH FUEL TANK BFR TAKEOFF.

Probable Cause

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

- 1) IMPROPER PREFLIGHT PLANNING BY THE AIRCRAFT OWNER, 2) FAILURE OF THE OWNER TO REFUEL THE AIRCRAFT, 3) OPERATION OF THE AIRCRAFT BY THE OWNER AND A MECHANIC AT A KNOWN FUEL STATE BELOW THE MINIMUM REQUIRED FOR TAKEOFF, AND 4) FAILURE OF THE MECHANIC TO ASSURE THAT HE HAD ADEQUATE FUEL TO COMPLETE THE FLIGHT.

Findings

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) PREFLIGHT PLANNING/PREPARATION - NOT MAINTAINED - PILOT IN COMMAND
3. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Pilot Information

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|---------------------------|--|-----------------------|----------|
| Certificate: | Private | Age: | 48 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 1413 hours (Total, all aircraft), 636 hours (Total, this make and model), 1302 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------|-----------------------------------|----------------------|-----------------|
| Aircraft Make: | BEECH | Registration: | N140KB |
| Model/Series: | A36TC A36TC | Engines: | 1 Reciprocating |
| Operator: | LUTZ, THORSTEN | Engine Manufacturer: | CONTINENTAL |
| Operating Certificate(s) Held: | None | Engine Model/Series: | TSIO-520-4B |
| Flight Conducted Under: | Part 91: General Aviation - Ferry | | |

Meteorological Information and Flight Plan

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|----------------------------------|-------------------|------------------------------|-------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Weather Information Source: | Witness |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | Calm / , |
| Temperature: | 23°C | Visibility | 35 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Destination: | REDDING, CA (RDD) |

Airport Information

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|----------------------|-----------------|---------------------------|---------|
| Airport: | DUNSMUIR (106) | Runway Surface Type: | Asphalt |
| Runway Used: | 32 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 3200 ft / 60 ft | | |

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Jefferey R Rich

Adopted Date: 04/23/1993

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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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