



National Transportation Safety Board Aviation Accident Final Report

Location:	KENNEBUNK, ME	Accident Number:	NYC89LA078
Date & Time:	02/01/1989, 1125 EST	Registration:	N67561
Aircraft:	BEECH A-36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

SHORTLY AFTER TAKEOFF WHILE IN CRUISE AT 3,000 FEET A LOSS OF ENG POWER WAS EXPERIENCED. AN OFF AIRPORT FORCED LANDING WAS ATTEMPTED DURING WHICH THE ACFT CONTACTED TREES. THE ENG WAS TEST RUN SATISFACTORILY DURING POST ACCIDENT EXAM. THE FUEL SELECTOR WAS FOUND BETWEEN THE TWO TANK POSITIONS (FUEL WOULD NOT FLOW IN THIS POSITION), THE AUX BOOST PUMP WAS OFF AND FUEL WAS PRESENT IN BOTH TANKS. IN ADDITION, A WITNESS INDICATED THAT THE PILOT DID NOT CONDUCT A PREFLIGHT EXAM OF THE ACFT PRIOR TO TAKEOFF.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ASSURE THE FUEL SELECTOR WAS PROPERLY POSITIONED WHICH RESULTED IN FUEL STARVATION AND THE SUBSEQUENT FORCED LANDING.

Findings

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

Findings

1. (C) FLUID,FUEL - STARVATION
 2. (C) FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
 3. (C) FUEL BOOST PUMP SELECTOR POSITION - NOT USED - PILOT IN COMMAND
 4. (F) PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

5. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/12/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4550 hours (Total, all aircraft), 2010 hours (Total, this make and model), 4550 hours (Pilot In Command, all aircraft), 62 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N67561
Model/Series:	A-36 A-36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	E-1683
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	08/02/1988, Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	124 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2100 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-BB15
Registered Owner:	THOMAS N TUREEN	Rated Power:	285 hp
Operator:	THOMAS N. TUREEN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10° C
Precipitation and Obscuration:			
Departure Point:	PORTLAND, ME (PWM)	Type of Flight Plan Filed:	None
Destination:	BOSTON, MA (BOS)	Type of Clearance:	None
Departure Time:	1110 EST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ROBERT L HANCOCK	Report Date:	07/11/1990
Additional Participating Persons:	; PORTLAND, ME		
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](#).