



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	KENNEBUNK, ME	<b>Accident Number:</b>	NYC89LA078
<b>Date &amp; Time:</b>	02/01/1989, 1125 EST	<b>Registration:</b>	N67561
<b>Aircraft:</b>	BEECH A-36	<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	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

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

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)

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45
<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>	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

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N67561
<b>Model/Series:</b>	A-36 A-36	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	THOMAS N. TUREEN	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-520-BB15
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>	10°C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	PORTLAND, ME (PWM)	<b>Destination:</b>	BOSTON, MA (BOS)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<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>	ROBERT L HANCOCK	<b>Adopted Date:</b>	07/11/1990
<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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