



National Transportation Safety Board Aviation Accident Data Summary

Location:	Oklahoma City, OK	Accident Number:	FTW04LA031
Date & Time:	12/02/2003, 1430 CST	Registration:	N815M
Aircraft:	Cessna 310-H	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The 1,800-hour pilot stated that he turned final to Runway 17 and was at an altitude of 2,500 MSL, when the left engine lost power. Approximately ten seconds later, the right engine lost power. The pilot landed the airplane in a field with the landing gear up, approximately two miles north of his destination. The main fuel tanks were visually inspected and found to be one-third to one-half full of fuel. The auxiliary tanks were found to be empty. The fuel selector valves were in the auxiliary position for both engines. The pilot reported that he was distracted by weather and communications with Oklahoma City Approach Control, and forgot to switch tanks.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's mismanagement of the fuel by which he failed to position the fuel selector on the appropriate fuel tanks resulting in fuel starvation. A contributing factor was the pilot's diverted attention.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) FUEL SYSTEM - STARVATION
2. (C) FUEL MANAGEMENT - INADEQUATE - PILOT IN COMMAND
3. (C) FUEL TANK SELECTOR POSITION - INADEQUATE - PILOT IN COMMAND
4. (F) DIVERTED ATTENTION - PILOT IN COMMAND

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

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

Findings

5. TERRAIN CONDITION - NONE SUITABLE

Pilot Information

Certificate:	Private	Age:	53
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1800 hours (Total, all aircraft), 110 hours (Total, this make and model), 50 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N815M
Model/Series:	310-H	Engines:	2 Reciprocating
Operator:	Michael Lee Spiller	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-470
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Weather Information Source:	Pilot
Lowest Ceiling:	Overcast / 6000 ft agl	Wind Speed/Gusts, Direction:	21 knots / 26 knots, 140°
Temperature:	10° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Mount Vernon, IL (MVN)	Destination:	Oklahoma City, OK (HSD)

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	35.601944, -97.706111		

Administrative Information

Investigator In Charge (IIC):	Frank McGill	Adopted Date:	06/02/2004
Investigation Docket:	NTSB accident and incident docket 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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.