



National Transportation Safety Board Aviation Accident Data Summary

Location:	Montague, CA	Accident Number:	LAX05CA129
Date & Time:	04/02/2005, 1040 PST	Registration:	N50G
Aircraft:	Beech D50C	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Following a loss of engine power from the right engine during takeoff, the airplane veered to the right of the runway and collided with a hangar. The pilot reported that he had found a leak in a fuel line fitting on the right engine during the flight prior to the accident. He fixed the leak by tightening the fitting; however, he had not determined how much fuel remained in the right main fuel tank after the repair or during preflight for the accident flight. The pilot said the start, taxi, and run-up were normal on both engines. Just after liftoff, the airplane yawed to the right. Despite full left rudder and aileron input, the pilot could not prevent the airplane from veering off the runway and colliding with a hangar. An examination of the airplane after the accident determined that the fuel system for the right wing was still intact, and that there were no leaks. The right auxiliary fuel tank was still full of fuel. No fuel was found in the right main fuel tank or in any of the fuel lines leading to the right engine.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate aircraft preflight and failure to verify that an adequate fuel supply was in the right main tank prior to flight, resulting in a fuel starvation induced loss of engine power in the right engine. Also causal was the pilot's failure to maintain directional control following the loss of engine power.

Findings

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

Findings

1. 1 ENGINE
 2. (C) FLUID,FUEL - STARVATION
 3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 4. (C) FUEL SUPPLY - NOT VERIFIED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

6. OBJECT - HANGAR/AIRPORT BUILDING

Pilot Information

Certificate:	Private	Age:	47
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	
Flight Time:	2623 hours (Total, all aircraft), 1303 hours (Total, this make and model), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Beech	Registration:	N50G
Model/Series:	D50C	Engines:	2 Reciprocating
Operator:	On file	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	GO-480-G2D6
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	SIY	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	Calm
Temperature:	8°C / 3°C	Visibility:	10 Miles
Precipitation and Obscuration:			
Departure Point:	MONTAGUE, CA (105)	Destination:	

Airport Information

Airport:	MONTAGUE-YREKA ROHRER FIELD (105)	Runway Surface Type:	Asphalt
Runway Used:	32	Runway Surface Condition:	Dry
Runway Length/Width:	3360 ft / 50 ft		

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	

Administrative Information

Investigator In Charge (IIC):	Patrick H Jones	Adopted Date:	07/07/2005
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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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