



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Dawson, GA	<b>Accident Number:</b>	NYC06FA048
<b>Date &amp; Time:</b>	01/01/2006, 1444 EST	<b>Registration:</b>	N8165W
<b>Aircraft:</b>	Beech D55	<b>Injuries:</b>	2 Fatal, 3 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot and four passengers departed with full fuel on an IFR cross-country flight. Approximately 3 hours after departure, the pilot initiated an instrument approach at an airport where he planned to refuel. Due to low cloud ceilings, the pilot was unable to land, and flew to an alternate airport. He attempted another instrument approach, and when he again could not land, he informed ATC that the airplane was "running out of fuel," and he needed to be vectored to the closest airport. The pilot attempted another instrument approach at the third airport; however, the pilot-rated passenger reported the cloud layer was approximately 100 feet, and they could not visually obtain the runway environment. Witnesses observed the airplane circle the runway three times, before the nose suddenly dropped straight down, and impacted the ground. Examination of the airplane revealed approximately 4 gallons of fuel remained in the fuel tanks following the accident, and no mechanical anomalies were noted. At the time of the accident, the airplane had been flying for a little over four hours. According to the Beechcraft Baron Pilot's Operating Handbook, each engine burned approximately 12-13 gallons of fuel per hour, and the endurance for the airplane was approximately 4.5 hours. A review of flight service station data revealed that the pilot obtained a weather briefing prior to departing, which indicated deteriorating weather conditions for the estimated time of arrival, but did not obtain any further updates while en route. The pilot-rated passenger stated that the engines continued to operate until impact.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain sufficient airspeed to preclude a stall, which resulted in an inadvertent stall and loss of control while circling to land. Factors associated with the accident were the pilot's inadequate in-flight planning and weather evaluation, low clouds, a low fuel condition, and an inadvertent stall.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: CIRCLING (IFR)

### Findings

1. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2. (F) STALL - INADVERTENT - PILOT IN COMMAND
3. (F) WEATHER CONDITION - LOW CEILING
4. (F) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
5. (F) FLUID,FUEL - LOW LEVEL
6. (F) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Findings

### 7. TERRAIN CONDITION - GROUND

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	49
<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>	1538 hours (Total, all aircraft), 1329 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Beech	<b>Registration:</b>	N8165W
<b>Model/Series:</b>	D55	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	Joseph Krier	<b>Engine Manufacturer:</b>	Continental
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	IO-520-C
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	ABY, 197 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Lowest Ceiling:</b>	Overcast / 100 ft agl
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	4 knots, 160°
<b>Temperature:</b>	19°C / 18°C	<b>Visibility</b>	1 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	INDIANAPOLIS, IN (UMP)	<b>Destination:</b>	Dawson, GA (16J)

## Airport Information

<b>Airport:</b>	Dawson Municipal Airport (16J)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	NA	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal, 1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Fatal, 2 Serious	<b>Aircraft Fire:</b>	
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	

## Administrative Information

Investigator In Charge (IIC): Jill M Andrews

Adopted Date: 05/29/2007

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](mailto: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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