



National Transportation Safety Board

Aviation Accident Data Summary

Location:	Springdale, AR	Accident Number:	CEN14FA035
Date & Time:	11/01/2013, 1742 CDT	Registration:	N269JG
Aircraft:	BEECH C90	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

As the airplane was descending toward its destination airport, the pilot reported to an air traffic controller en route that he needed to change his destination to a closer airport because the airplane was low on fuel. The controller advised him to land at an airport that was 4 miles away. Shortly after, the pilot contacted the alternate airport's air traffic control tower (ATCT) and reported that he was low on fuel. The tower controller cleared the airplane to land, and, about 30 seconds later, the pilot advised that he was not going to make it to the airport. The airplane subsequently impacted a field 3.25 miles southeast of the airport. One witness reported hearing the engine sputter, and another witness reported that the engine "did not sound right." Forty-foot power lines crossed the field 311 feet from the point of impact. It is likely that the pilot was attempting to avoid the power lines during the forced landing and that the airplane then experienced an inadvertent stall and an uncontrolled collision with terrain.

About 1 quart of fuel was observed in each fuel tank. No evidence of fuel spillage was found on the ground; no fuel stains were observed on the undersides of the wing panels, wing trailing edges, or engine nacelles; and no fuel smell was observed at the accident site. However, the fuel totalizer showed that 123 gallons of fuel was remaining. Magnification of the annunciator panel light bulbs revealed that the left and right low fuel pressure annunciator lights were illuminated at the time of impact. An examination of the airframe and engines revealed no anomalies that would have precluded normal operation.

About 1 month before the accident, the pilot had instructed the fixed-base operator at Camden, Arkansas, to put 25 gallons of fuel in each wing tank; however, it is unknown how much fuel was already onboard the airplane. Although the fuel totalizer showed that the airplane had 123 gallons of fuel remaining at the time of the crash, information in the fuel totalizer is based on pilot inputs, and it is likely the pilot did not update the fuel totalizer properly before the accident flight. The pilot was likely relying on the fuel totalizer instead of the fuel gauges for fuel information, and he likely reported his low fuel situation to the ATCT after the annunciator lights illuminated.

Flight Events

Emergency descent - Fuel exhaustion
Emergency descent - Loss of control in flight
Uncontrolled descent - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A total loss of power to both engines due to fuel exhaustion. Also causal were the pilot's reliance on the fuel totalizer rather than the fuel quantity gauges to determine the fuel on board and his improper fuel planning.

Findings

Aircraft-Fluids/misc hardware-Fluids-Fuel-Not inspected - C

Aircraft-Fluids/misc hardware-Fluids-Fuel-Fluid management - C

Personnel issues-Action/decision-Info processing/decision-Expectation/assumption-Pilot - C

Personnel issues-Task performance-Planning/preparation-Fuel planning-Pilot - C

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C

Pilot Information

Certificate:	Private	Age:	72
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 3367 hours (Total, all aircraft), 100 hours (Total, this make and model), 53 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N269JG
Model/Series:	C90	Engines:	2 Turbo Prop
Operator:	J&G Aviation, LLC	Engine Manufacturer:	Pratt & Whitney-Canada
Air Carrier Operating Certificate:	None	Engine Model/Series:	PT6A-35
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KASG	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	7 knots/ 14 knots, 310°
Temperature:	16°C / 5°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Pine Bluff, AR (KPBF)	Destination:	Springdale, AR (KASG)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC): Arnold W Scott

Adopted Date: 07/09/2014

Investigation Docket: <http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88372>

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.