



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	NORWOOD, MA	<b>Accident Number:</b>	NYC89LA019
<b>Date &amp; Time:</b>	10/26/1988, 1200 EDT	<b>Registration:</b>	N8PX
<b>Aircraft:</b>	BEECH 60	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT HAD JUST CLIMBED TO 2500 FEET WHEN THE RIGHT ENGINE STARTED TO SPUTTER. WHEN HE PLACED THE FUEL SELECTOR IN CROSSFEED, BOTH ENGINES QUIT. THE PILOT ELECTED TO LAND IN A FIELD LEADING TO SUBSTANTIAL DAMAGE TO THE NOSE, WINGS, AND TAIL SECTION OF THE AIRCRAFT. A POST CRASH INSPECTION OF FUEL SYSTEM REVEALED NO FUEL IN THE TANKS OR THE FUEL METERING UNITS FOR EITHER ENGINE. THE PLT STATED AFTER THE ACCD THAT THE LAST TIME HE REFUELED THE ACFT WAS SEVERAL WEEKS BEFORE AND THAT IT HAD BEEN FLOWN SEVERAL TIMES SINCE ITS LAST REFUELING.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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

### Findings

1. ALL ENGINES
  2. (C) FLUID,FUEL - EXHAUSTION
  3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  4. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

5. OBJECT - TREE(S)
6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	37, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	04/22/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4800 hours (Total, all aircraft), 120 hours (Total, this make and model), 4800 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N8PX
<b>Model/Series:</b>	60 60	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	P436
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	07/15/1988, Annual	<b>Certified Max Gross Wt.:</b>	6725 lbs
<b>Time Since Last Inspection:</b>	18 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1400 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	TIO-541-G1C4
<b>Registered Owner:</b>	BAHIG F. BISHAY	<b>Rated Power:</b>	380 hp
<b>Operator:</b>	BAHIG F. BISHAY	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1330	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10° C / -18° C
Precipitation and Obscuration:			
Departure Point:	NORWOOD, MA (OWD)	Type of Flight Plan Filed:	VFR
Destination:	WEST BOW, MA	Type of Clearance:	None
Departure Time:	1150 EDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ALAN YURMAN	Report Date:	12/29/1989
Additional Participating Persons:			
Publish Date:			
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).