



National Transportation Safety Board Aviation Accident Final Report

Location:	ERIE, PA	Accident Number:	CHI90FA050
Date & Time:	12/28/1989, 1201 EST	Registration:	N478AD
Aircraft:	BEECH 60	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT DEPARTED ON A LOCAL VFR FLIGHT AT 1117. AT 1154 HE CONTACTED ERIE TOWER FOR LANDING. HE THEN ADVISED THE TOWER AT 1159 THAT HE HAD FEATHERED THE RIGHT ENGINE. ONE MINUTE LATER HE REPORTED THAT THE LEFT ENGINE WAS '...KICKING OUT.' THE AIRCRAFT STALLED INTO A HOUSE 6 MILES FROM THE AIRPORT, AND JUST SHORT OF THE SHORELINE OF LAKE ERIE. NO FUEL WAS FOUND IN THE RIGHT WING. 7 GALS WERE DRAINED FROM THE LEFT WING; NO FUEL WAS FOUND IN THE LEFT ENG. RIGHT FUEL QUANTITY C/B SECURED IN OUT POSITION BY WIRE TIE; SEVERAL BURNED COMPONENTS FOUND ON BACK OF RIGHT FUEL QUANTITY GAGE PC BOARD. MOST RECENT RECORD OF FUEL PURCHASE WHICH COULD BE FOUND WAS FOR MAY 25, 1989. A POCKET DIARY WAS FOUND IN THE WRECKAGE WHICH CONTAINED ENTRIES OF FLIGHT TIMES AND FUEL QUANTITY NOTATIONS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ASSURE THAT THE AIRCRAFT HAD AN ADEQUATE SUPPLY OF FUEL ON BOARD FOR THE INTENDED FLIGHT. CONTRIBUTING FACTORS TO THE ACCIDENT WERE AN INOPERATIVE RIGHT FUEL QUANTITY GAGE WHICH RESULTED IN INACCURATE FUEL CONSUMPTION CALCULATIONS, AND AN INADVERTENT STALL AS THE PILOT ATTEMPTED TO REACH A LAKE SHORE FOR AN EMERGENCY LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: APPROACH

Findings

1. 2 ENGINES
2. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INOPERATIVE
3. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
4. (F) FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
5. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
6. (C) FLUID,FUEL - EXHAUSTION
7. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH

Findings

8. (F) MANEUVER - INTENTIONAL - PILOT IN COMMAND
9. STALL - ENCOUNTERED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH

Findings

10. OBJECT - RESIDENCE

Factual Information

Pilot Information

Certificate:	Private	Age:	75, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/15/1989
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	3100 hours (Total, all aircraft), 2100 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N478AD
Model/Series:	60 60	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	P-59
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6775 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TIO-541-E1A4
Registered Owner:		Rated Power:	380 hp
Operator:	AUTOMATION DEVICES, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ERI, 720 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	1203 EST	Direction from Accident Site:	225°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Broken / 3000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-4° C / -8° C
Precipitation and Obscuration:			
Departure Point:	ERIE, PA (ERI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	IFR
Departure Time:	1117 EST	Type of Airspace:	

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
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	MARK E DOUB	Report Date:	06/22/1992
Additional Participating Persons:	ED WEBBER; WICHITA, KS GREG ERICKSON; WAYNE, IL CHARLES W RUGGIERO; W. MIFFLIN, PA		
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 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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