

National Transportation Safety Board  
Washington, DC 20594

Printed on : 10/20/2013 8:18:45 AM

Brief of Accident

Adopted 12/20/2010

|  |                                      |           |                         |  |         |            |
|--|--------------------------------------|-----------|-------------------------|--|---------|------------|
| ERA10LA056<br>File No. 27398   | 11/09/2009                           | Greer, SC | Aircraft Reg No. N337MT | Time (Local): 10:09 EST                              |         |            |
| Make/Model:  | Hawker Beechcraft Corporation / B200 |           |                         | Fatal  | Serious | Minor/None |
| Engine Make/Model:   | Pratt And Whitney Canada / PT6A-42   |           | Crew                    | 0  | 1       | 0          |
| Aircraft Damage:   | Substantial                          |           | Pass                    | 0  | 2       | 0          |
| Number of Engines:   | 2                                    |           |                         |  |         |            |
| Operating Certificate(s):  | None                                 |           |                         |  |         |            |
| Type of Flight Operation:  | Personal                             |           |                         |  |         |            |
| Reg. Flight Conducted Under:   | Part 91: General Aviation            |           |                         |  |         |            |
| Last Depart. Point: Same as Accident/Incident Location                                       |                                      |           |                         | Condition of Light: Day                              |         |            |
| Destination: Local Flight, SC  |                                      |           |                         | Weather Info Src: Weather Observation Facility       |         |            |
| Airport Proximity: On Airport/Airstrip   |                                      |           |                         | Basic Weather: Visual Conditions                     |         |            |
| Airport Name: Greenville Spartanburg Int.  |                                      |           |                         | Lowest Ceiling: None                                 |         |            |
| Runway Identification: 04  |                                      |           |                         | Visibility: 10.00 SM                                 |         |            |
| Runway Length/Width (Ft): 11000 / 150  |                                      |           |                         | Wind Dir/Speed: 020 / 004 Kts                        |         |            |
| Runway Surface: Asphalt; Concrete  |                                      |           |                         | Temperature (°C): 14                                 |         |            |
| Runway Surface Condition: Dry  |                                      |           |                         | Precip/Obscuration: No Obscuration; No Precipitation |         |            |
| Pilot-in-Command   |                                      |           |                         | Flight Time (Hours)                                  |         |            |
| Age: 66  |                                      |           |                         |  |         |            |
| Certificate(s)/Rating(s)   |                                      |           |                         | Total All Aircraft: 15717                            |         |            |
| Airline Transport; Flight Instructor; Flight Engineer; Multi-engine Land; Single-engine Land |                                      |           |                         | Last 90 Days: Unk/Nr                                 |         |            |
| Instrument Ratings   |                                      |           |                         | Total Make/Model: Unk/Nr                             |         |            |
| Airplane   |                                      |           |                         | Total Instrument Time: Unk/Nr                        |         |            |

\*\*\* Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. \*\*\*

The pilot flew the airplane to a maintenance facility and turned it in for a phase inspection. The next morning, he arrived at the airport and planned a local flight to evaluate some avionics issues. He performed a preflight inspection and then went inside the maintenance facility to wait for two avionic technicians to arrive. In the meantime, two employees of the maintenance facility test ran the engines on the accident airplane for about 30 to 35 minutes in preparation for the phase inspection. The pilot reported that he was unaware that the engine run had been performed when he returned to the airplane for the local flight. He referred to the flight management system (FMS) fuel totalizer, and not the aircraft fuel gauges, when he returned to the airplane for the flight. He believed that the mechanics who ran the engines did not power up the FMS, which would have activated the fuel totalizer, thus creating a discrepancy between the totalizer and the airplane fuel gauges. The mechanics who performed the engine run reported that each tank contained 200 pounds of fuel at the conclusion of the engine run. The B200 Pilot's Operating Handbook directed pilots not take off if the fuel quantity gauges indicate in the yellow arc or indicate less than 265 pounds of fuel in each main tank system. While on final approach, about 23 minutes into the flight, the right engine lost power, followed by the left. The pilot attempted to glide to the runway with the landing gear and flaps retracted, however the airplane crashed short of the runway. Only residual fuel was found in the main and auxiliary fuel tanks during the inspection of the wreckage. The tanks were not breached and there was no evidence of fuel leakage at the accident site.

Brief of Accident (Continued)

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Updated at Dec 20 2010 1:32PM

Brief of Accident (Continued)

|                              |            |           |                         |                         |
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OCCURRENCES

Approach-IFR final approach - Fuel exhaustion  
Emergency descent - Collision with terr/obj (non-CFIT)

FINDINGS

Aircraft-Fluids/misc hardware-Fluids-Fuel-Inadequate inspection - C  
Personnel issues-Task performance-Inspection-Preflight inspection-Pilot - C

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
A loss of engine power due to fuel exhaustion as a result of the pilot's failure to visually verify that sufficient fuel was onboard prior to flight.