



National Transportation Safety Board Aviation Accident Final Report

Location:	LIBERTY, MO	Accident Number:	MKC84LA062
Date & Time:	01/20/1984, 2350 CST	Registration:	N83MC
Aircraft:	AERO COMMANDER 690A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE PLT STATED THAT APPROXIMATELY 15 MIN FROM HIS DESTINATION THE LOW FUEL LIGHT ILLUMINATED IN THE COCKPIT. THE ACFT WAS FLOWN FOR APPROX 10 MIN WHEN THE ENGINES SPUTTERED AND QUIT. THE PLT STATED HE 'CAME IN TOO HOT AND BOUNCED OFF THE RWY, PULLED THE GEAR UP LOOKED FOR A FIELD OR ROAD FINALLY COMING TO REST ON A FROZEN POND. POST ACCIDENT INVESTIGATION REVEALED LESS THAN 2 GAL OF FUEL ABOARD THE ACFT.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) FLUID,FUEL - EXHAUSTION
2. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. (C) FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/23/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6460 hours (Total, all aircraft), 510 hours (Total, this make and model), 6250 hours (Pilot In Command, all aircraft), 220 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERO COMMANDER	Registration:	N83MC
Model/Series:	690A 690A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	11124
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	04/01/1983, Annual	Certified Max Gross Wt.:	10250 lbs
Time Since Last Inspection:	10 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	39582 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	TPE-331-5-251
Registered Owner:	JOHN D. TOWNER	Rated Power:	717 hp
Operator:	CENTRAL AIR CHARTER	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	CCTA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	MCI, 1000 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	2354 CST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-16°C / -12°C
Precipitation and Obscuration:			
Departure Point:	LORAIN, OH (22G)	Type of Flight Plan Filed:	IFR
Destination:	KANSAS CITY, KS (KCK)	Type of Clearance:	IFR
Departure Time:	2113 CST	Type of Airspace:	Class E

Airport Information

Airport:	Runway Surface Type:
Airport Elevation:	Runway Surface Condition:
Runway Used: 0	IFR Approach:
Runway Length/Width:	VFR Approach/Landing: Forced Landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	CLINT C THORPE	Report Date:
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .	

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).