



National Transportation Safety Board Aviation Accident Final Report

Location:	NORFOLK, VA	Accident Number:	ATL85FA054
Date & Time:	12/13/1984, 0751 EST	Registration:	N8517Z
Aircraft:	BEECH D18S	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE ACFT CRASHED DURING AN ILS APPROACH FOLLOWING AN ENGINE POWER LOSS WHILE ON AN AIR TAXI FREIGHT FLIGHT. THE PLT RELATED THAT AT ABOUT 550 FT ON THE APPROACH TO RWY 23 THE LEFT ENG FUEL PRESS WARNING LITE ILLUMINATED & THE LT ENG LOSS POWER. THE PLT OPENED THE CROSSFEED VALVE & SHORTLY THE RT FUEL PRESS WARNING LITE ILLUMINATED FOLLOWED BY LOSS OF POWER ON THE RT ENG. INVESTIGATION REVEALED THAT THERE IS ONE FUEL GAUGE FOR THE TANK SYSTEM & A SELECTOR SWITCH MUST BE ACTIVATED TO DETERMINE THE FUEL QUANTITY IN ANY DESIRED TANK. THE PLT'S ACTION IN SELECTING CROSSFEED & NOT CLOSING THE FUEL SHUT OFF VALVE ALLOWED FUEL TO BE DIVERTED FROM THE OPERATIVE RT ENG RESULTING IN A LOSS OF POWER DUE TO FUEL STARVATION.

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(PARTIAL) - NONMECHANICAL
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (C) FLUID,FUEL - EXHAUSTION

Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

2. (C) FLUID,FUEL - STARVATION
3. (C) EMERGENCY PROCEDURE - NOT UNDERSTOOD - PILOT IN COMMAND
4. (C) IMPROPER TRAINING - COMPANY/OPERATOR MANAGEMENT

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

5. OBJECT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	52, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/15/1984
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	10000 hours (Total, all aircraft), 1520 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N8517Z
Model/Series:	D18S D18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	A-352
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	100 Hour	Certified Max Gross Wt.:	10100 lbs
Time Since Last Inspection:	2 Hours	Engines:	2 Reciprocating
Airframe Total Time:	12245 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	R985-14B
Registered Owner:	TRANSTAR AVIATION, INC.	Rated Power:	450 hp
Operator:	TRANSTAR AVIATION, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	ORF, 27 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0650 EST	Direction from Accident Site:	50°
Lowest Cloud Condition:	Thin Overcast / 2500 ft agl	Visibility	19000 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	8° C / 6° C
Precipitation and Obscuration:			
Departure Point:	RICHMOND, VA (RIC)	Type of Flight Plan Filed:	IFR
Destination:	NORFOLK, VA (ORF)	Type of Clearance:	IFR
Departure Time:	0715 EST	Type of Airspace:	Class D

Airport Information

Airport:	NORFOLK INT'L (ORF)	Runway Surface Type:	Asphalt
Airport Elevation:	27 ft	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	ILS
Runway Length/Width:	9000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	WALTER G STINER	Report Date:	
Additional Participating Persons:	LEO BOHNKE; RICHMOND, VA		
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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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](#).