



National Transportation Safety Board

Aviation Accident Final Report

Location:	ST CLAIR SHORES, MI	Accident Number:	CHI88FA024
Date & Time:	11/19/1987, 1725 EST	Registration:	N10AS
Aircraft:	BEECH TC-45J	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

WHILE ENROUTE TO HOME BASE AFTER DELIVERY OF REVENUE CARGO, THE PILOT EXPERIENCED A TOTAL LOSS OF ENGINE POWER IN BOTH ENGINES DUE TO FUEL EXHAUSTION. THE PILOT PERFORMED EMERGENCY PROCEDURES AND SET THE AIRCRAFT UP FOR A FORCED LANDING IN A GRASSY FIELD ON THE EDGE OF A LAKE. THE AIRCRAFT INITIALLY IMPACTED A TREE AND THE ROCKY BERM OF THE SHORELINE. THE CONTACT WITH THE BERM CAUSED THE LANDING GEAR TO BREAK OFF, THE AIRCRAFT SWERVED AROUND AND SKIDDED BACKWARDS BEFORE COMING TO A REST ABOUT 150 FEET FROM THE LAKESHORE. POST ACC INVEST REVEALED LESS THAN 2 GALLONS OF FUEL IN EACH WING TANK.

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: DESCENT

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INCORRECT
3. INATTENTIVE - PILOT IN COMMAND
4. (C) PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Findings

5. OBJECT - TREE(S)
6. TERRAIN CONDITION - BERM
7. TERRAIN CONDITION - ROUGH/UNEVEN
8. LANDING GEAR - COLLAPSED

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	45, Male
Airplane Rating(s):	Multi-engine Land; 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 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/26/1987
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	3080 hours (Total, all aircraft), 80 hours (Total, this make and model), 2100 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 11 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N10AS
Model/Series:	TC-45J TC-45J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	39904
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	11/09/1987, AAIP	Certified Max Gross Wt.:	11500 lbs
Time Since Last Inspection:	32 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	15800 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE-331-1-101
Registered Owner:	CONNIE KALITTA SERVICES, INC.	Rated Power:	575 hp
Operator:	CONNIE KALITTA SERVICES, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	CKSA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	DTW, 626 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	1748 EST	Direction from Accident Site:	250°
Lowest Cloud Condition:	Scattered / 4500 ft agl	Visibility	12 Miles
Lowest Ceiling:	Broken / 8000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	18 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-4°C / -8°C
Precipitation and Obscuration:			
Departure Point:	NEWARK, NJ (EWR)	Type of Flight Plan Filed:	IFR
Destination:	DETROIT, MI (DET)	Type of Clearance:	IFR
Departure Time:	1445 EST	Type of Airspace:	

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):	EDWARD J MCAVOY	Report Date:	05/26/1989
Additional Participating Persons:	D. NIEMEIER; DETROIT, MI C. ISSELHARDT; DETROIT, MI		
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.ntsb.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](#).