



National Transportation Safety Board

Aviation Accident Final Report

Location:	HOUSTON, TX	Accident Number:	FTW89FA166
Date & Time:	09/16/1989, 0855 CDT	Registration:	N204AJ
Aircraft:	BEECH BE 100	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Serious
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

THE AIRPLANE WAS ON A POSITIONING FLIGHT AND HAD TWO PASSENGERS ALONG FOR THE RIDE. THE AIRPLANE WAS ON BASE LEG WHEN THE LEFT ENGINE SPUTTERED. THE PILOT TURNED ON THE SECONDARY BOOST PUMP AND THE ENGINE OPERATED NORMALLY UNTIL BOTH ENGINES FLAMED OUT. DURING THE FORCED LANDING IN A RESIDENTIAL AREA, THE AIRPLANE HIT A POWERLINE, TREES, A HOUSE, A FIREPLUG, A TREE AND A VAN, THEN ANOTHER HOUSE. THERE WAS NO SMELL OF FUEL IN THE ENTIRE AREA, AND NO USABLE FUEL IN THE FUEL SYSTEM.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INADEQUATE PREFLIGHT PLANNING PREPARATION & THE IMPROPER INFLIGHT PLANNING/DECISION BY THE PIC WHEN HE FAILED TO REFUEL THE AIRCRAFT WHICH RESULTED IN A TOTAL LOSS OF POWER IN BOTH ENGINES.

Findings

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

Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. (F) FLUID,FUEL - EXHAUSTION

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - EMERGENCY

Findings

4. OBJECT - RESIDENCE

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - EMERGENCY

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	29, 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):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/03/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2787 hours (Total, all aircraft), 48 hours (Total, this make and model), 2155 hours (Pilot In Command, all aircraft), 281 hours (Last 90 days, all aircraft), 68 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N204AJ
Model/Series:	BE 100 BE 100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	B10
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	08/23/1989, AAIP	Certified Max Gross Wt.:	10600 lbs
Time Since Last Inspection:	59 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	7351 Hours	Engine Manufacturer:	P&W
ELT:	Installed	Engine Model/Series:	PT6A-28
Registered Owner:	AVIEX JET, INC.	Rated Power:	680 hp
Operator:	AVIEX JET, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HOU, 47 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	0852 CDT	Direction from Accident Site:	330°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	8 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / 14°C
Precipitation and Obscuration:			
Departure Point:	NEW ORLEANS, LA (NEW)	Type of Flight Plan Filed:	None
Destination:	(HOU)	Type of Clearance:	None
Departure Time:	0730 CDT	Type of Airspace:	Class D

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	EUGENE ROTH	Report Date:	10/24/1990
Additional Participating Persons:	JACK W JETTON; HOUSTON, TX JOHN WARD; WICHITA, KS		
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/ .		

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](#).