



National Transportation Safety Board Aviation Accident Final Report

Location:	MONONGAHELA, PA	Accident Number:	NYC91LA010
Date & Time:	10/12/1990, 1545 EDT	Registration:	N690X
Aircraft:	SWEARINGEN SA-26AT	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

THE FLIGHT WAS FROM MONONGAHELA TO PITTSBURGH TO TETERBORO,NJ, THEN RETURN TO PITTSBURGH AND BACK TO MONONGAHELA. THE FLIGHT DEPARTED MONONGAHELA WITH 100 GALS OF FUEL; 160 GALS WERE ADDED AT PITTSBURGH; AND 80 GALS WERE ADDED AT TETERBORO. THE PILOT WANTED TO ADD MORE FUEL AT TETERBORO BUT THE OWNER DID NOT DUE TO THE HIGHER COST OF FUEL AND THE FUEL GAGE INDICATIONS. DURING THE RETURN TRIP NO FUEL WAS ADDED AT PITTSBURGH BECAUSE THE PILOT DID NOT HAVE A CREDIT CARD PROVIDED BY THE OWNER OR MONEY TO BUY FUEL. THE FLIGHT EXPERIENCED A TWO-ENGINE POWER LOSS DUE TO FUEL EXHAUSTION WHILE APPROACHING THE MONONGAHELA AIRPORT. SUBSEQUENT EXAMINATION OF THE COCKPIT FUEL GAGES SHOWED A TOTAL OF 125 GALS IN THE LEFT TANK AND 90 GALS IN THE RIGHT TANK; THE READING REMAINED THE SAME WITH OR WITHOUT POWER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE MONITORING OF THE FUEL BURN WHICH RESULTED IN TOTAL FUEL EXHAUSTION. FACTORS WHICH CONTRIBUTED TO THE ACCIDENT WERE: THE PILOT'S LIMITED EXPERIENCE IN THE MAKE AND MODEL OF AIRPLANE, AN ERRONEOUS FUEL QUANTITY INDICATION, AND THE PILOT'S FAILURE TO REFUEL THE AIRPLANE DUE TO PRESSURE FROM THE OWNER TO NOT ADD FUEL.

Findings

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

Findings

1. ALL ENGINES
2. (C) FLUID,FUEL - EXHAUSTION
3. (C) FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
4. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
5. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
6. (F) REFUELING - NOT PERFORMED - PILOT IN COMMAND
7. (F) COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MANAGEMENT

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

Occurrence #3: GEAR NOT EXTENDED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	50, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/08/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7525 hours (Total, all aircraft), 21 hours (Total, this make and model), 7244 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SWEARINGEN	Registration:	N690X
Model/Series:	SA-26AT SA-26AT	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	T26-141
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	10000 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE-331-1-151
Registered Owner:		Rated Power:	665 hp
Operator:	ZAGARI & ASSOCIATES	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	NONE

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 3800 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	PITTSBURGH, PA (PIT)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	
Departure Time:	1540 EST	Type of Airspace:	

Airport Information

Airport:	ROSTRAVER (G08)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
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):	ROBERT L HANCOCK	Report Date:	12/14/1992
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/ .		

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