



National Transportation Safety Board Aviation Accident Final Report

Location:	ARDMORE, OK	Accident Number:	FTW93LA083
Date & Time:	02/10/1993, 1645 CST	Registration:	N34UA
Aircraft:	SWEARINGEN SA-26AT	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING A MISSED APPROACH THE AIRPLANE LOST POWER TO BOTH ENGINES. THE PILOT SELECTED THE ONLY AREA AVAILABLE TO LAND. THE TERRAIN WAS MARKED BY TREES, FENCES, AND RISING TERRAIN. PRIOR TO THE MISSED APPROACH THE AIRPLANE HAD LANDED AT ANOTHER AIRPORT IN THE SAME TOWN. THE PURPOSE OF THE FLIGHT WAS TO FERRY THE AIRPLANE TO A FACILITY TO REPAIR A FUEL LEAK IN THE WING

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S FAILURE TO REFUEL AND FUEL EXHAUSTION. FACTORS WERE A FUEL LEAK IN THE WING AND UNSUITABLE TERRAIN

Findings

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

Findings

1. ALL ENGINES
 2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
 3. (C) FLUID,FUEL - EXHAUSTION
 4. (F) FUEL SYSTEM,TANK - LEAK
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

5. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

On February 10, 1993, at approximately 1645 central standard time (CST) a Swearingen SA 26AT, N34UA, was substantially damaged during a forced landing to unsuitable terrain. The Airline Transport Rated pilot, who was also the owner, was not injured during the visual flight rules flight.

During a telephonic interview conducted by the investigator in charge, the pilot provided the following information. He had arrived at the Ardmore Downtown Executive Airport (1Fo), Ardmore, Oklahoma, for the purpose of having aircraft maintenance performed, a fuel leak in the wing. He stated that he was told that the repair facility was at the other airport in Ardmore. He departed 1Fo for the Ardmore Municipal Airport (ARD), Ardmore, Oklahoma. As he approached ARD he realized that a localized fog bank had covered the airport, he requested and received clearance to conduct an instrument landing system (ILS) approach, however, he never gained visual recognition of the runway and executed a missed approach. He followed the published missed approach procedures and was climbing to 3,000 feet when the right engine lost power and, shortly thereafter, the left engine lost power. A forced landing was made to a field that was marked with trees, fences, and rising terrain. During the touchdown, with the gear retracted, the airplane struck a line of trees and sheared portions of the wing tips.

During an interview conducted by a Federal Aviation Administration inspector, in Ardmore, Oklahoma, the pilot stated he ran out of gas.

An examination of the airplane by a Federal Aviation Administration inspector and a certified mechanic revealed that there was no usable fuel in either of the wing cells.

The airplane was released to the owner following an examination of the maintenance records by the investigator in charge.

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	60, 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:	None Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/05/1993
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	42000 hours (Total, all aircraft), 25 hours (Total, this make and model), 42000 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SWEARINGEN	Registration:	N34UA
Model/Series:	SA-26AT SA-26AT	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	T26-145
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	01/02/2000, Continuous Airworthiness	Certified Max Gross Wt.:	10062 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE-331-1
Registered Owner:	HETH, JAMES B.	Rated Power:	665 hp
Operator:	HETH, JAMES B.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ADM, 800 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1653 CST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Unknown / 200 ft agl	Visibility	2 Miles
Lowest Ceiling:	Broken / 200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17° C / 12° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1615 CST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
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):	MATTHEW ELLIS	Report Date:	10/25/1993
Additional Participating Persons:	N NESTOR; OKLAHOMA CITY, OK		
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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