



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	FRANKLIN, PA	<b>Accident Number:</b>	NYC84FA033
<b>Date &amp; Time:</b>	11/20/1983, 1819 EST	<b>Registration:</b>	N6226X
<b>Aircraft:</b>	AERO COMMANDER 500B	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	6 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Executive/Corporate		

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## Analysis

BEFORE DEPARTING YOUNGSTOWN, OH, THE PLT FILED 2 IFR FLT PLANS, 1 FOR A FLT TO PLATTSBURGH, NY, THE OTHER FOR A RETURN FLT FROM PLATTSBURGH BACK TO YOUNGSTOWN. AFTER A 2 HR & 10 MIN FLT TO PLATTSBURGH, 70 GAL OF FUEL WAS ADDED, BUT THE PERSON WHO SERVICED THE ACFT INDICATED THE TANKS WERE NOT FULL AFTER SERVICING. THE PLANE THEN MADE A 10 MIN FLT TO BURLINGTON, VT, BUT NO FUEL WAS ADDED AT BURLINGTON,,THE PLT THEN TOOK OFF ON A RETURN FLT TO YOUNGSTOWN. DURING THE DESCENT PHASE TO YOUNGSTOWN, THE PLT REQUESTED VECTORS TO THE CLOSEST ARPT. HE WAS PROVIDE VECTORS TO THE CHESS-LAMBERTON ARPT & ADVISED IT WAS 6 MI AWAY. A SHORT TIME LATER, THE PLT SAID THE ACFT HAD LOST POWER. SUBSEQUENTLY,IT CRASHED IN ROLLING, WOODED TERRAIN. DURING AN EXAM, NO FUEL WAS FOUND IN THE ACFT. NO OTHER EVIDENCE OF A MALFUNCTIONOR FAILURE WAS FOUND. WITH THE PASSENGER & CARGO LOAD, A MAXIMUM OF ABOUT 104 GAL OF FUEL COULD HAVE BEEN USED WITHOUT EXCEEDING THE CERTIFICATED GROSS WT OF THE ACFT. AT 45 TO 55% POWER, THE ACFT BURNED 17 TO 22 GAL PER HR. WND GSTS 30 KT

## 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 - NORMAL

### Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) CONTINUED - PILOT IN COMMAND
3. (C) FLUID,FUEL - EXHAUSTION
4. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE

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Occurrence #2: FORCED LANDING  
Phase of Operation: OTHER

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT

### Findings

6. (F) LIGHT CONDITION - DARK NIGHT
7. (F) WEATHER CONDITION - LOW CEILING
8. (F) WEATHER CONDITION - FOG
9. (F) WEATHER CONDITION - RAIN
10. (F) WEATHER CONDITION - UNFAVORABLE WIND
11. (F) OBJECT - TREE(S)

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

Certificate:	Commercial	Age:	24, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/20/1983
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1527 hours (Total, all aircraft), 33 hours (Total, this make and model), 1282 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	AERO COMMANDER	Registration:	N6226X
Model/Series:	500B 500B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	500A-1098-52
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	03/10/1983, Annual	Certified Max Gross Wt.:	6750 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	5421 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	IO-540-E1A5
Registered Owner:	WALLEY CONSTRUCTION CO. INC.	Rated Power:	290 hp
Operator:	WALLEY CONSTRUCTION CO. INC.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	FKL, 1540 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1825 EST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Overcast / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	18 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	BURLINGTON, VT (BTV)	Type of Flight Plan Filed:	IFR
Destination:	YOUNGSTOWN, OH (YNG)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	5 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	CHAUNCEY TWINE	Report Date:	
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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](#).