



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WALL, TX	<b>Accident Number:</b>	FTW87FA129
<b>Date &amp; Time:</b>	05/27/1987, 0851 CDT	<b>Registration:</b>	N4314W
<b>Aircraft:</b>	BEECH B-60	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

ACFT WAS DESTROYED DURING AN ATTEMPTED OFF AIRPORT EMERGENCY LANDING FOLLOWING A DUAL ENG FAILURE WHILE LEVELING OFF AT CRZ FLT. PLT STATED THAT LEFT ENG, THEN RIGHT ENG SURGED AND QUIT AS HE WAS LEVELING OFF AT 9000' MSL. AT THE TIME OF THE ENG FAILURES THE FUEL TOTALIZER WAS READING 60 GAL, BUT THE ACFT FUEL GAUGES WERE READING EMPTY. PLT BROKE OUT OF OVC AT 3500 MSL (ABOUT 1200' AGL) AND WAS UNABLE TO FIND A SUITABLE CLEAR AREA TO LAND BEFORE COMMITTING TO AN EMERGENCY LANDING IN TREES. GEAR WAS DOWN, FLAPS WERE UP AND NEITHER ENG WAS FEATHERED AT IMPACT. PLT STATED THAT HE KNEW HE WAS OUT OF GAS WHEN BOTH ENGS QUIT AND THAT HE DID NOT ATTEMPT AN AIR START.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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

### Findings

1. (C) FLUID,FUEL - EXHAUSTION
  2. (C) REFUELING - DISREGARDED - PILOT IN COMMAND
  3. (C) FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
  4. (C) COMPLACENCY - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

### Findings

5. WEATHER CONDITION - LOW CEILING
  6. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
  7. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

8. (F) OBJECT - TREE(S)
9. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
10. (F) TERRAIN CONDITION - NONE SUITABLE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	12/05/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2553 hours (Total, all aircraft), 250 hours (Total, this make and model), 14 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N4314W
<b>Model/Series:</b>	B-60 B-60	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	P-264
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	05/05/1986, Annual	<b>Certified Max Gross Wt.:</b>	6725 lbs
<b>Time Since Last Inspection:</b>	137 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2645 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	TIO-541-E1C4
<b>Registered Owner:</b>	KACHINA ENERGY, INC.	<b>Rated Power:</b>	380 hp
<b>Operator:</b>	KACHINA ENERGY, INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SJT, 1916 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	0847 CDT	Direction from Accident Site:	320°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	12 Miles
Lowest Ceiling:	Overcast / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22° C / 18° C
Precipitation and Obscuration:			
Departure Point:	SAN ANGELO, TX (SJT)	Type of Flight Plan Filed:	IFR
Destination:	SAN ANTONIO, TX (SAT)	Type of Clearance:	IFR
Departure Time:	0835 CDT	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	WARREN V WANDEL	Report Date:	08/31/1988
Additional Participating Persons:	BILL FRY; SAN ANTONIO, TX		
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> .		

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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](#).