



National Transportation Safety Board Aviation Accident Final Report

Location:	BURLINGTON, NC	Accident Number:	FTW90FA069
Date & Time:	02/13/1990, 1830 EST	Registration:	N110LT
Aircraft:	BEECH C-90	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Executive/Corporate

Analysis

THE PILOT TRANSMITTED ON UNICOM THAT HE WAS ON FINAL FOR 24. FOLLOWING A DOUBLE FUEL STARVATION POWER LOSS THE AIRPLANE IMPACTED NOSE LOW WITH TREES AND TERRAIN ABOUT 2.6 MILES FROM RUNWAY 24. LAST FUELING OCCURRED ON THE PREVIOUS DAY AT ALBERMARLE, NC, THE PILOT'S PRIMARY SOURCE OF FUEL, 50 MILES FROM BURLINGTON. THE FLIGHT PROCEEDED TO BURLINGTON, TETERBORO, AND WAS RETURNING TO BURLINGTON. TOTAL ESTIMATED FLIGHT TIME WAS 4 HOURS 32 MINUTES. FUEL BURN WAS CALCULATED TO BE 361 GALLONS. USABLE FUEL WAS 384 GALLONS AND 24 GALLONS WERE RECOVERED FROM THE RIGHT CENTER TANK. IF THE FUEL TRANSFER PUMP DOES NOT OPERATE 28 GALLONS WILL BE UNUSABLE. THAT PUMP WAS FOUND IN THE OFF POSITION. NO FUEL SPILLAGE OCCURRED AT THE SCENE. ON 2/8/90 THE PILOT PURCHASED 361 GALLONS OF FUEL FOR N110LT. LOWER FUEL PRICES AT THE FAVORED LOCATION WERE THE PILOT'S REASON FOR FUELING THERE. EXAMINATION OF ENGINES, PROPELLERS, FUEL PUMPS, AND OTHER RELATIVE COMPONENTS DID NOT REVEAL ANY SIGNIFICANT DISCREPANCY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE DOUBLE ENGINE POWER LOSS DUE TO FUEL STARVATION, THE PILOT'S FAILURE TO FOLLOW PROCEDURES AND DIRECTIVES BY NOT ENGAGING THE RIGHT FUEL TRANSFER PUMP, AND THE INADVERTENT STALL DURING THE FORCED LANDING APPROACH. A FACTOR WAS THE PILOT'S FAILURE TO REFUEL BEFORE ADEQUATE FUEL RESERVES WERE EXHAUSTED.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. ALL ENGINES
2. (F) REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. (C) FLUID,FUEL - STARVATION
4. (C) FUEL SYSTEM,TRANSFER PUMP - NOT ENGAGED
5. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - EMERGENCY

Findings

6. (C) STALL - INADVERTENT - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Commercial	Age:	45, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/25/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	13800 hours (Total, all aircraft), 150 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N110LT
Model/Series:	C-90 C-90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	LJ-729
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	11/01/1989, AAIP	Certified Max Gross Wt.:	9650 lbs
Time Since Last Inspection:	154 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	5976 Hours	Engine Manufacturer:	P&W
ELT:	Installed	Engine Model/Series:	PT6A-21
Registered Owner:	HOLT MANUFACTURING COMPANY	Rated Power:	550 hp
Operator:	HOLT MANUFACTURING COMPANY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1830	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	TETERBORO, NJ (TEB)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1530 EST	Type of Airspace:	Class D

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JOHN E GRIFFIN	Report Date:	12/30/1992
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).