



National Transportation Safety Board Aviation Accident Final Report

Location:	NORTH CASTLE, NY	Accident Number:	NYC90LA224
Date & Time:	09/22/1990, 1005 EDT	Registration:	N81628
Aircraft:	Rockwell 690B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	5 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING AN IFR FLIGHT THE PILOT EXECUTED A FORCED LANDING IN A RESERVOIR AFTER THE ENGINES QUIT DUE TO FUEL EXHAUSTION. THE PILOT REPORTED THAT THE AIRPLANE WAS FUELED, TOPPED OFF, THE NIGHT BEFORE DEPARTURE FROM CHARLESTON. EXAMINATION OF THE AIRPLANE SHOWED THE OUTBOARD FUEL FILLER PORT CAP ON THE LEFT WING WAS NOT PRESENT. THE MAJORITY OF THE LIQUID DRAINED FROM THE MAIN FUEL SUMP WAS WATER. THE INBOARD AND OUTBOARD FUEL FILLER CAPS WERE PRESENT ON THE RIGHT WING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER AIRCRAFT PREFLIGHT (FUEL CAP NOT PROPERLY SECURED) WHICH RESULTED IN FUEL SIPHONING AND FUEL EXHAUSTION.

Findings

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

Findings

1. ALL ENGINES
2. (C) AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. (C) FUEL SYSTEM,CAP - NOT SECURED
4. (C) FUEL SYSTEM - EXHAUSTION
5. (C) FUEL SYSTEM - SIPHONING

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

Occurrence #3: DITCHING
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	46, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/30/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	11000 hours (Total, all aircraft), 1243 hours (Total, this make and model), 11000 hours (Pilot In Command, all aircraft), 71 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Rockwell	Registration:	N81628
Model/Series:	690B 690B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	11396
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	10356 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE331-5-251K
Registered Owner:		Rated Power:	715 hp
Operator:	WESTPORT AIR TRAVEL, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument 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:	Clear / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	Broken / 1500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	CHARLESTON, SC (CHS)	Type of Flight Plan Filed:	IFR
Destination:	WHITE PLAINS, NY (HPN)	Type of Clearance:	IFR
Departure Time:	0730 EST	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	CHAUNCEY D TWINE	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](#).