



Aviation Investigation Final Report

Location:	BALDWIN, Michigan	Accident Number:	CHI87DEM06
Date & Time:	April 19, 1987, 18:30 Local	Registration:	N4961C
Aircraft:	NAVION A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER BEGINNING A LEVEL OFF AT APRX 6000 FT, THE ACFT ENGINE STOPPED. DURING THE FORCED LANDING THE ACFT CRASHED IN A HEAVILY WOODED AREA APRX 1/2 MILE WEST OF THE ARPT. AN EXAMINATION OF THE WRECKAGE REVEALED THAT BOTH WING TANKS WERE EMPTY AND THE AUXILLIARY TANK CONTAINED ONE GALLON OF FUEL. THE FUEL SELECTOR WAS POSITIONED FOR THE AUXILLIARY TANK, HOWEVER, THE PLT STATED HE SELECTED THIS TANK IN AN ATTEMPT TO RESTART THE ENGINE.

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: CLIMB - TO CRUISE

Findings

1. (C) FLUID,FUEL - EXHAUSTION
 2. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

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

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

Findings

3. TERRAIN CONDITION - TREE(S)

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

Factual Information

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 22, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1086 hours (Total, all aircraft), 6 hours (Total, this make and model), 1116 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NAVION	Registration:	N4961C
Model/Series:	A A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	NA41161
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 15, 1987 Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2124 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	E-185-9
Registered Owner:	RICHARD A. HATFIELD	Rated Power:	205 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GRR, 793 ft msl	Distance from Accident Site:	60 Nautical Miles
Observation Time:	18:50 Local	Direction from Accident Site:	170°
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	11°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BALDWIN, MI (7D3)	Type of Flight Plan Filed:	None
Destination:	MUSKEGON, MI (MKG)	Type of Clearance:	None
Departure Time:	17:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	BALDWIN MUNICIPAL 7D3	Runway Surface Type:	Asphalt
Airport Elevation:	820 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	3800 ft / 75 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	43.889282,-85.8497(est)

Administrative Information

Investigator In Charge (IIC): Conyers, Eddie

Additional Participating Persons: RANDY J MCELROY;

Original Publish Date: March 10, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=13565>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).