



# Aviation Investigation Final Report

<b>Location:</b>	PONTIAC, Michigan	<b>Accident Number:</b>	CHI92LA237
<b>Date &amp; Time:</b>	August 6, 1992, 14:10 Local	<b>Registration:</b>	N90RG
<b>Aircraft:</b>	BEECH C90	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Executive/Corporate		

## Analysis

PILOT WAS ON FINAL APPROACH WHEN HE STATED HE GOT A FUEL CROSSFEED 'WARNING' LIGHT. HE THEN PROCEEDED TO TRY TO TROUBLE SHOOT THE FUEL SYSTEM BY CYCLING THE RIGHT BOOST PUMP SWITCH, AND 'RESET AND ARM' THE AUTO CROSSFEED. HE STATED THE CROSSFEED LIGHT CAME ON AGAIN FOLLOWED BY THE RIGHT FUEL PRESSURE LIGHT, AND HE EXPERIENCED A POWER LOSS ON THE RIGHT SIDE. WHEN HE FEATHERED THE RIGHT ENGINE, THE LEFT ENGINE ALSO EXPERIENCED A LOSS OF POWER. THE PILOT CLEANED UP THE AIRPLANE AND DITCHED IN THE LAKE SHORT OF THE AIRPORT. THE INVESTIGATION REVEALED THE LEFT WING FUEL TANKS WERE EMPTY, AND THE LEFT NACELLE TANK WAS COLLAPSED. THE RIGHT WING FUEL TANKS WERE EMPTY, AND THE RIGHT NACELLE TANK CONTAINED 19 GALLONS OF FUEL. THE FUEL SUPPLY, TRANSFER, AND CROSSFEED SYSTEMS WERE FUNCTIONALLY CHECKED, AND WERE OPERABLE. ALL COCKPIT FUEL SYSTEM LIGHTS INDICATED NORMAL SYSTEM OPERATION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S NOT UNDERSTANDING THE FUEL SYSTEM, AND HIS SUBSEQUENT INADVERTENT DISCONTINUANCE OF FUEL TO BOTH ENGINES.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Findings

1. 2 ENGINES
2. (C) FUEL SYSTEM - NOT UNDERSTOOD - PILOT IN COMMAND
3. FLUID,FUEL - STARVATION
4. (C) FUEL SUPPLY - DISCONTINUED - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

5. TERRAIN CONDITION - WATER

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Occurrence #3: DITCHING

Phase of Operation: LANDING

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<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 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	July 23, 1992
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2114 hours (Total, all aircraft), 261 hours (Total, this make and model), 2049 hours (Pilot In Command, all aircraft), 63 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N90RG
<b>Model/Series:</b>	C90 C90	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	LJ-546
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	May 18, 1992 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	9650 lbs
<b>Time Since Last Inspection:</b>	66 Hrs	<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	8487 Hrs	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	PT6A-20
<b>Registered Owner:</b>	JABIL CIRCUIT COMPANY, INC.	<b>Rated Power:</b>	550 Horsepower
<b>Operator:</b>	JABIL CIRCUIT COMPANY, INC.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PTK ,980 ft msl	<b>Distance from Accident Site:</b>	3 Nautical Miles
<b>Observation Time:</b>	14:12 Local	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>	Scattered / 5000 ft AGL	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	150°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	HOLLAND , MI (C19 )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>		<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	13:35 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	Visual
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	42.769191,-82.529594(est)

## Administrative Information

**Investigator In Charge (IIC):** Doub, Mark

**Additional Participating Persons:** MARTHA WINNARD; DETROIT , MI  
ARTHUR WARNER; DETROIT , MI  
MARK DURHAM; DETROIT , MI

**Original Publish Date:** June 30, 1993

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=15513>

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