



Aviation Investigation Final Report

Location:	GAGE, Oklahoma	Accident Number:	FTW83LA197
Date & Time:	April 20, 1983, 13:24 Local	Registration:	N599VK
Aircraft:	BEECH 95-B55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT MADE A FORCED LANDING OFF ARPT AFTER THE ENGINE QUIT. THE WEATHER WAS VMC AND NO FLT PLAN WAS FILED. THIS WAS ACROSS-COUNTRY FLT FROM LOS ANGELES, CA TO BOLIVAR, MO WITH A FUEL STOP AT GAGE, OK. THE FLT CRASHED 900 FT SHORT OF THE RWY AT GAGE, OK. POSTCRASH INVESTIGATION BY THE ARPT MANAGER REVEALED AN UNDETERMINED AMOUNT OF FUEL IN THE TANKS. AN ON SCENE INVESTIGATION BY A CONTINENTAL REPRESENTATIVE REVEALED NO FUEL IN THE SPIDER VALVE AND NO DRAINABLE FUEL IN ANY OF THE FUEL LINES. THE ARPT MANAGER VISUALLY CHECKED THE COCKPIT FUEL GAUGES FINDING THE LEFT TANK INDICATING EMPTY AND THE RIGHT 1/8 FULL. THE ACFT HAD FLOWN ABOUT 5 HOURS AND 24 MINUTES WHICH WOULD INDICATE FUEL CONSUMPTION OF ABOUT 138 GALLONS OF FUEL. THE ACFT HOLDS 142 GALLONS OF FUEL, OF WHICH 136 IS CONSIDERED USEABLE.

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: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) FLUID,FUEL - EXHAUSTION
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
4. (C) FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
5. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
6. (F) TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 20, 1981
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1549 hours (Total, all aircraft), 337 hours (Total, this make and model), 1474 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N599VK
Model/Series:	95-B55 95-B55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC-1346
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	August 14, 1982 Unknown	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	22002 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-470-L
Registered Owner:	J. R. MACHINE CO.	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	GAG ,2223 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	13:58 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LOS ANGELES , CA (WHP)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	06:00 Local	Type of Airspace:	Airport advisory area

Airport Information

Airport:	GAGE SHATTUCK GAG	Runway Surface Type:	Asphalt
Airport Elevation:	2223 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	5435 ft / 150 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	36.310615,-99.750244(est)

Administrative Information

Investigator In Charge (IIC): Mcfall, T

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=20870>

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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](#).