



Aviation Investigation Final Report

Location:	CUPERTINO, California	Accident Number:	LAX91LA317
Date & Time:	July 17, 1991, 16:52 Local	Registration:	N54339
Aircraft:	Beech 55B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING THE FINAL APPROACH SEGMENT OF A PRECISION APPROACH RADAR (PAR), THE AIRCRAFT'S LEFT ENGINE HAD A TOTAL LOSS OF POWER. THE PILOT SECURED THE ENGINE AND THEN NOTICED THE RIGHT ENGINE LOSING POWER. THE PILOT SECURED THE RIGHT ENGINE AND ENTERED A POWER OFF FORCED LANDING. HE ATTEMPTED TO LAND ON AN INTERSTATE HIGHWAY. DURING THE DESCENT, THE AIRPLANE'S RIGHT MAIN LANDING GEAR CONTACTED THE TOP OF A BUS. THE PILOT CONTINUED THE DESCENT UNTIL THE AIRCRAFT TOUCHED DOWN ON THE HIGHWAY. THE AIRCRAFT COLLIDED WITH A LANE DIVIDER DURING THE LANDING ROLL AND CAME TO A REST. AN FAA SAFETY INSPECTOR EXAMINED THE AIRCRAFT ON SCENE AND COULD NOT FIND ANY EVIDENCE OF FUEL IN ANY OF THE AIRCRAFT'S FUEL TANKS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL EXHAUSTION WHICH RESULTED FROM THE PILOT INACCURATELY CALCULATING FUEL CONSUMPTION AND FUEL REQUIREMENTS.

Findings

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

Findings

1. ALL ENGINES
 2. (C) FLUID,FUEL - EXHAUSTION
 3. (C) FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
-

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

Findings
4. TERRAIN CONDITION - ROADWAY/HIGHWAY

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

Findings
5. OBJECT - VEHICLE

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings
6. OBJECT - WALL/BARRICADE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	21, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 21, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	678 hours (Total, all aircraft), 21 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N54339
Model/Series:	55B 55B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	66-4307
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	5400 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470-L
Registered Owner:	U.S. NAVY MOFFETT FIELD NAVY	Rated Power:	265 Horsepower
Operator:	U.S. NAVY MOFFETT FIELD NAVY	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	AVALON , CA (AVX)	Type of Flight Plan Filed:	VFR
Destination:	MOFFETT FIELD , CA (NUQ)	Type of Clearance:	VFR
Departure Time:	15:00 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	PAR
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	37.299293,-122.090583(est)

Administrative Information

Investigator In Charge (IIC):	Childress, Richard
Additional Participating Persons:	GARY DURPURTUS; SAN JOSE , CA
Original Publish Date:	April 8, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=27295

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](#).