



# Aviation Investigation Final Report

<b>Location:</b>	FORT PIERCE, Florida	<b>Accident Number:</b>	MIA86FA113
<b>Date &amp; Time:</b>	April 5, 1986, 19:12 Local	<b>Registration:</b>	N58KA
<b>Aircraft:</b>	BEECH 65-90	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

FLT EXPERIENCED LOSS OF POWER IN BOTH ENGINES DUE TO FUEL STARVATION. THE PILOTS FAILED TO OPERATE FUEL TRANSFER SWITCHES TO TRANSFER FUEL FROM THE WING TANKS INTO THE NACELLE TANKS WHICH FEED THE ENGINES. THE PILOT IN COMMAND HAD 16 TOTAL HOURS IN THE KING AIR AND HAD NOT BEEN TO A GROUND SCHOOL ON THE AIRCRAFT. THE PILOT SEATED IN THE LEFT SEAT HAD JUST RECEIVED HIS MULTIENGINE RATING AND WAS ON THE FLIGHT TO GAIN FLIGHT TIME. THIS PILOT HAD NO PREVIOUS FLIGHT TIME OR SCHOOLING ON THE KING AIR AIRCRAFT.

## 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: DESCENT - NORMAL

#### Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. (C) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. (C) FLIGHT MANUALS - NOT OBTAINED - PILOT IN COMMAND
5. (C) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	June 26, 1985
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2700 hours (Total, all aircraft), 16 hours (Total, this make and model), 2620 hours (Pilot In Command, all aircraft), 170 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N58KA
<b>Model/Series:</b>	65-90 65-90	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	LJ-58
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	9300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	PT6A-20
<b>Registered Owner:</b>	LEONARD J. SALLUSTRO	<b>Rated Power:</b>	579 Horsepower
<b>Operator:</b>	JAMES WATKINS	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>	SUNRAY AIRLINE INC.	<b>Operator Designator Code:</b>	FMUA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	VRB ,25 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	18:53 Local	<b>Direction from Accident Site:</b>	345°
<b>Lowest Cloud Condition:</b>	Scattered / 3000 ft AGL	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	80°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	AGUADILLA , PR (BQN )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	SANFORD , FL (SFB )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:03 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Serious	<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>	2 Serious	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Kennedy, Jeffrey

**Additional Participating Persons:** DAVE BARON; ORLANDO , FL  
BRIAN CURTIS; WICHITA , KS  
RUSS LUNDSTROM; WICHITA , KS  
JAMES MORAN; VERO BEACH , FL

**Original Publish Date:**

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=31494>

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