



Aviation Investigation Final Report

Location:	KENNEBUNK, Maine	Accident Number:	NYC89LA078
Date & Time:	February 1, 1989, 11:25 Local	Registration:	N67561
Aircraft:	BEECH A-36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation		

Analysis

SHORTLY AFTER TAKEOFF WHILE IN CRUISE AT 3,000 FEET A LOSS OF ENG POWER WAS EXPERIENCED. AN OFF AIRPORT FORCED LANDING WAS ATTEMPTED DURING WHICH THE ACFT CONTACTED TREES. THE ENG WAS TEST RUN SATISFACTORILY DURING POST ACCIDENT EXAM. THE FUEL SELECTOR WAS FOUND BETWEEN THE TWO TANK POSITIONS (FUEL WOULD NOT FLOW IN THIS POSITION), THE AUX BOOST PUMP WAS OFF AND FUEL WAS PRESENT IN BOTH TANKS. IN ADDITION, A WITNESS INDICATED THAT THE PILOT DID NOT CONDUCT A PREFLIGHT EXAM OF THE ACFT PRIOR TO TAKEOFF.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ASSURE THE FUEL SELECTOR WAS PROPERLY POSITIONED WHICH RESULTED IN FUEL STARVATION AND THE SUBSEQUENT FORCED LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
3. (C) FUEL BOOST PUMP SELECTOR POSITION - NOT USED - PILOT IN COMMAND
4. (F) PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - 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

5. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 12, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4550 hours (Total, all aircraft), 2010 hours (Total, this make and model), 4550 hours (Pilot In Command, all aircraft), 62 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N67561
Model/Series:	A-36 A-36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	E-1683
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	August 2, 1988 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	124 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2100 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-BB15
Registered Owner:	THOMAS N TUREEN	Rated Power:	285 Horsepower
Operator:	THOMAS N. TUREEN	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	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PORTLAND , ME (PWM)	Type of Flight Plan Filed:	None
Destination:	BOSTON , MA (BOS)	Type of Clearance:	None
Departure Time:	11:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	B19	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Hancock, Robert

Additional Participating Persons: ; PORTLAND , ME

Original Publish Date: July 11, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=36374>

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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](#).