



# Aviation Investigation Final Report

---

<b>Location:</b>	OXFORD, Maine	<b>Accident Number:</b>	NYC92FA164
<b>Date &amp; Time:</b>	August 14, 1992, 17:05 Local	<b>Registration:</b>	N14WW
<b>Aircraft:</b>	BEECH D55	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

---

## Analysis

THE PILOT INITIATED A TAKEOFF ON RUNWAY 33. AFTER LIFTOFF, THE LEFT ENGINE QUIT, FOLLOWED SHORTLY BY THE RIGHT ENGINE. THE PILOT MADE A FORCED LANDING IN AN AREA WITH TREES. AN EXAM REVEALED THE FUEL TANK SELECTORS WERE IN THE AUXILIARY (AUX) POSITIONS. NO FUEL LEAKS WERE DETECTED IN THE AUX TANKS. THE LEFT AUX TANK HAD 4 GALLONS OF FUEL REMAINING, AND THE RIGHT AUX TANK HAD 5 GALLONS REMAINING. THOUGH DAMAGED, 1 GALLON OF FUEL WAS FOUND IN THE LEFT MAIN TANK; THE RIGHT MAIN TANK WAS EMPTY. AFTER THE ACCIDENT, 15 GALLONS OF FUEL WAS ADDED TO THE LEFT MAIN TANK BEFORE IT BEGAN TO LEAK; NO TEST OF THE RIGHT MAIN TANK WAS MADE SINCE ITS BLADDER WAS RUPTURED. THE PILOT'S OPERATING HANDBOOK REQUIRED THAT FOR TAKEOFF, THE MAIN FUEL TANKS BE SELECTED AND THAT EACH MAIN TANK HAVE A MINIMUM OF 13 GALLONS OF FUEL. AFTER THE ACCIDENT, BOTH ENGINES WERE STARTED AND RAN NORMALLY, USING THE FUEL IN THE TANKS. THE PILOT HAD A TOTAL OF 30 HOURS IN THIS MAKE AND MODEL OF AIRPLANE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER PREFLIGHT AND FUEL TANK SELECTION FOR TAKEOFF, WHICH RESULTED IN FUEL STARVATION AND LOSS OF POWER IN BOTH ENGINES DURING TAKEOFF.

## Findings

---

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. ALL ENGINES
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) FLUID,FUEL - STARVATION
4. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

-----

Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING

-----

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING

### Findings

6. OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	30, 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--no waivers/lim.	<b>Last FAA Medical Exam:</b>	September 3, 1991
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2600 hours (Total, all aircraft), 30 hours (Total, this make and model), 1800 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 36 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>	N14WW
<b>Model/Series:</b>	D55 D55	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TE-593
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	August 4, 1992 Annual	<b>Certified Max Gross Wt.:</b>	5300 lbs
<b>Time Since Last Inspection:</b>	6 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	4100 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-C
<b>Registered Owner:</b>	LARSEN AIRCRAFT LEASING	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 4100 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	18°C / 13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	LAWRENCE , MA (LWM )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:10 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	OXFORD COUNTY REGIONAL 81B	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	346 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	33	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 75 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious	<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):** Leonard, Charles

**Additional Participating Persons:**

**Original Publish Date:** May 3, 1993

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=37071>

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](#).