



Aviation Investigation Final Report

Location:	Canby, Oregon	Accident Number:	SEA03LA090
Date & Time:	May 31, 2003, 15:00 Local	Registration:	N660K
Aircraft:	Beech 95 C-55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airline transport pilot reported that the airplane experienced a dual engine failure just after takeoff from the 2,800-foot turf runway. Following the engine failure, the pilot attempted to land on the remaining runway, however, the airplane touched down in tall grass adjacent to the runway and slid to a stop. In a subsequent written statement, the pilot reported that he inadvertently initiated the takeoff with the fuel selectors in the auxiliary position. He reported that normally the airplane is operated (during the takeoff phase of flight) with the fuel selectors in the main tank position, but he became distracted during the preflight and failed to reconfigure the fuel system prior to takeoff. He further reported that the main fuel tanks contained sufficient fuel for the flight, however, the auxiliary tanks were almost empty. An FAA inspector examined the aircraft and reported that there were trace amounts of fuel in the aircraft's auxiliary fuel tanks.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight planning resulting in fuel starvation and subsequent loss of power after takeoff. High vegetation was a factor.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: TAKEOFF

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

3. (F) TERRAIN CONDITION - HIGH VEGETATION

Factual Information

On May 31, 2003, about 1500 Pacific daylight time, a twin engine Beech 95 C-55 (Baron), N660K, sustained substantial damage following a loss of power to both engines and subsequent forced landing at Dietz Airpark, Canby, Oregon. The airplane is owned by the pilot and was being operated as a visual flight rules (VFR) flight under the provisions of Title 14, CFR Part 91, when the accident occurred. The commercial pilot, the sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed, and no flight plan was filed.

After the accident, the pilot reported that the airplane experienced a dual engine failure just after takeoff from the 2,800-foot turf runway. Following the engine failure, the pilot attempted to land on the remaining runway, however, the airplane touched down in tall grass adjacent to the runway and slid to a stop.

In a written statement, dated November 24, 2003, the pilot reported that he inadvertently initiated the takeoff with the fuel selectors in the auxiliary position. He reported that normally the airplane is operated (during the takeoff phase of flight) with the fuel selectors in the main tank position, but he became distracted during the preflight and failed to reconfigure the fuel system prior to takeoff. He further reported that the main fuel tanks contained sufficient fuel for the flight, however, the auxiliary tanks were "almost empty."

An inspector from the FAA Flight Standards District Office (FSDO), Hillsboro, Oregon, inspected the aircraft after the accident and reported that there were trace amounts of fuel in the aircraft's auxiliary fuel tanks.

During the forced landing, the airplane sustained substantial damage to the horizontal stabilizer.

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Foreign; Military	Age:	66, 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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 21, 2003
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 20, 2002
Flight Time:	25000 hours (Total, all aircraft), 668 hours (Total, this make and model), 15000 hours (Pilot In Command, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N660K
Model/Series:	95 C-55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TE-34
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	September 11, 2002 Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	3.8 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3165 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520
Registered Owner:	William G. Park	Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KUAO,200 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	260°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	21°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Canby , OR (OR40)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	DIETZ AIRPARK OR40	Runway Surface Type:	Grass/turf
Airport Elevation:	180 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	2800 ft / 60 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.255554,-122.650833

Administrative Information

Investigator In Charge (IIC):	Hogenson, Dennis
Additional Participating Persons:	Charles D Andrews; FAA- FSDO; Hillsboro, OR
Original Publish Date:	March 30, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=57101

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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](#).