



Aviation Investigation Final Report

Location:	Decatur, Alabama	Accident Number:	ATL07CA068
Date & Time:	April 6, 2007, 15:30 Local	Registration:	N107WB
Aircraft:	Beech D50E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot departed on the cross country flight using the fuel from both main fuel tanks. Approximately one half hour into the flight the pilot stated that he switched both engines to the auxiliary fuel tanks. Two hours into the flight the right engine ran out of fuel. He switched the right fuel selector back to the main tank and turned on the electric boost pump. The engine surged and quit again. The pilot contacted air traffic control for a heading to the nearest airport and turned 180 degrees toward Pryor Field, Decatur, Alabama. The left engine stopped, and he turned the left engine fuel selector to the left main tank. He turned on the electric fuel boost pump and the engine failed to start. The pilot advised air traffic control that he had a fuel problem, and would not make it to the airport. He feathered the propellers and made an emergency landing in a field. After the forced landing the pilot and occupants exited the airplane uninjured. The pilot inspected both right fuel tanks and found both tanks empty. He inspected the left auxiliary tank and found it full and the left main was found with a lot of fuel. He reported that when he switched the fuel tanks to auxiliary positions he must have accidentally place the left fuel selector in the cross feed position.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper fuel management resulting in failure of both engines due to fuel starvation.

Findings

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

Findings

1. (C) FUEL MANAGEMENT - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - STARVATION

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

Occurrence #3: WHEELS UP LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

The pilot stated that he departed the Augusta Regional Airport/Bush Field, Augusta, Georgia, enroute to the General Dewitt Spain Airport, Memphis, Tennessee. He departed using the fuel from both main fuel tanks. Approximately one half hour into the flight the pilot stated that he switched both engines to the auxiliary fuel tanks. Two hours into the flight the right engine ran out of fuel. He switched the right fuel selector back to the main tank and turned on the electric boost pump. The engine surged and quit again. The pilot contacted air traffic control for a heading to the nearest airport and turned 180 degrees toward Pryor Field, Decatur, Alabama. The left engine stopped, and he turned the left engine fuel selector to the left main tank. He turned on the electric fuel boost pump and the engine failed to start. The pilot advised air traffic control that he had a fuel problem, and would not make it to the airport. He feathered the propellers and made an emergency landing in a field. After the forced landing the pilot and occupants exited the airplane uninjured. The pilot inspected both right fuel tanks and found both tanks empty. He inspected the left auxiliary tank and found it full and the left main was found with a lot of fuel. He reported that when he switched the fuel tanks to auxiliary positions he must have accidentally place the left fuel selector in the cross feed position.

Pilot Information

Certificate:	Commercial	Age:	63, 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 With waivers/limitations	Last FAA Medical Exam:	August 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 1, 2006
Flight Time:	7336 hours (Total, all aircraft), 226 hours (Total, this make and model), 7300 hours (Pilot In Command, all aircraft), 119 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N107WB
Model/Series:	D50E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	DH-332
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	December 1, 2006 Annual	Certified Max Gross Wt.:	7177 lbs
Time Since Last Inspection:	70 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	5870 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	GO-480-G206
Registered Owner:	Magnolia Flight Services Incorporated	Rated Power:	295 Horsepower
Operator:	Magnolia Flight Services Incorporated	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DCU, 592 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	15:30 Local	Direction from Accident Site:	300°
Lowest Cloud Condition:	Scattered / 6500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	AUGUSTA, GA (AGS)	Type of Flight Plan Filed:	None
Destination:	MEMPHIS, TN (M01)	Type of Clearance:	VFR
Departure Time:	14:30 Local	Type of Airspace:	

Airport Information

Airport:	PRYOR FIELD DCU	Runway Surface Type:	
Airport Elevation:	592 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	Visual
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	34.652221,-86.940551

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	Warren Green; Birmingham FSDO-09; Birmingham, AL
Original Publish Date:	June 27, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=65795

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