



# Aviation Investigation Final Report

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

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## 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

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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

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

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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

<b>Certificate:</b>	Commercial	<b>Age:</b>	63, 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 With waivers/limitations	<b>Last FAA Medical Exam:</b>	August 1, 2006
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	November 1, 2006
<b>Flight Time:</b>	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

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

## Meteorological Information and Flight Plan

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

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

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

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