



Aviation Investigation Final Report

Location:	Chattanooga, Tennessee	Accident Number:	ATL07LA128
Date & Time:	September 19, 2007, 20:15 Local	Registration:	N10TM
Aircraft:	Beech B90	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 Minor
Flight Conducted Under:	Part 91: General aviation - Executive/Corporate		

Analysis

Prior to departing, the pilot looked at the fuel quantity indicators, and believed that approximately 3 hours of fuel was available for the estimated 1 hour 20 minute flight. Upon reaching the cruise portion of the flight, the pilot realized that an insufficient quantity of fuel remained in order to complete the planned flight, and he elected to divert to a closer airport. While on final approach to the diversionary airport, both engines lost power, and the pilot made a forced landing to a parking lot. When asked about the performance and handling of the airplane during the flight, the pilot stated, "the airplane performed the way it was suppose to when it ran out of fuel."

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, which resulted in fuel exhaustion during the landing approach.

Findings

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

Phase of Operation: APPROACH

Findings

1. (C) FLUID,FUEL - EXHAUSTION

2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY LANDING

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: EMERGENCY LANDING

Findings

3. OBJECT - VEHICLE

Factual Information

On September 19, 2007, at 2015 central daylight time, a Beech B90, N10TM, was substantially damaged during a forced landing near in Chattanooga, Tennessee. The certificated airline transport pilot and three passengers incurred minor injuries. Visual meteorological conditions prevailed, and an instrument flight rules flight plan was filed for the corporate flight, enroute from Birmingham International Airport (BHM), Birmingham, Alabama to Georgetown Scott County Airport (27K), Georgetown, Kentucky. The airplane was registered to and operated by Air Amteck LLC under the provisions of Title 14 Code of Federal Regulation (CFR) Part 91.

During a telephone interview, and in a written statement, the pilot recounted the events that occurred leading up to, and during, the accident flight. The pilot stated that during preflight inspection of the airplane, he noticed that all four fuel gauges displayed fuel quantity indications between the "3/4 and full." He was not concerned about the fuel level because he believed that approximately 3 hours of fuel was available for the estimated 1 hour 20 minute return flight. After departing BHM, and as the pilot leveled the airplane for the cruise portion of the flight, he "happened to look at the two left gauges and noticed that they were practically empty." The pilot then elected to divert to Lovell Field Airport (CHA), Chattanooga, Tennessee, which was 45 miles away. At that point the airplane was flying at flight level 210, and he estimated that he had about 50 gallons of fuel remaining.

While on final approach to CHA, the left engine "quit," followed by the right engine. The pilot subsequently performed an emergency landing to a parking lot, impacting a light pole and collided with several parked cars.

When asked about the performance and handling of the airplane during the flight, the pilot stated, "the airplane performed the way it was suppose to when it ran out of fuel." He went on to say that he noted no abnormal mechanical or flight control issues during the flight.

First responders to the accident scene reported a small amount of fuel spillage from the airplane. Examination of the airplane by a Federal Aviation Administration inspector revealed that both the nacelle and the wing fuel tanks were absent of fuel.

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor	Age:	47,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	June 1, 2007
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 1, 2007
Flight Time:	11150 hours (Total, all aircraft), 371 hours (Total, this make and model), 7220 hours (Pilot In Command, all aircraft), 85 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N10TM
Model/Series:	B90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	LJ-476
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	September 1, 2007 AAIP	Certified Max Gross Wt.:	9650 lbs
Time Since Last Inspection:	10 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	9638 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney Canada
ELT:	Installed, not activated	Engine Model/Series:	PT6-21
Registered Owner:	Air Amteck, LLC.	Rated Power:	550 Lbs thrust
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	Bluegrass Air Charter of Kentucky, LLC	Operator Designator Code:	QZNA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	KCHA,683 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	12:32 Local	Direction from Accident Site:	200°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	24°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BIRMINGHAM, AL (BHM)	Type of Flight Plan Filed:	IFR
Destination:	CHATTANOOGA, TN (CHA)	Type of Clearance:	IFR
Departure Time:	19:45 Local	Type of Airspace:	

Airport Information

Airport:	LOVELL FIELD CHA	Runway Surface Type:	
Airport Elevation:	683 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 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	3 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Minor	Latitude, Longitude:	35.034442,-85.202224

Administrative Information

Investigator In Charge (IIC): Alleyne, Eric

Additional Participating Persons: Lynn Heath; FAA/FSDO; Nashville, TN

Original Publish Date: July 30, 2008

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=66721>

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](#).