



Aviation Investigation Final Report

Location:	PAYSON, Arizona	Accident Number:	LAX82DA293
Date & Time:	August 10, 1982, 09:33 Local	Registration:	N235J
Aircraft:	BEECH E55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE AIRCRAFT CRASHED ON THE RUNWAY AFTER THE PILOT COMPLETED A FLIGHT OF ABOUT FOUR HOURS. HE REPORTED THAT BOTH ENGINES LOST POWER IN THE TRAFFIC PATTERN. AN INVESTIGATION REVEALED THERE WAS NO FUEL REMAINING. THE AIRCRAFT HAD A TOTAL USABLE FUEL SUPPLY OF 136 GALLONS. THE RATE OF FUEL CONSUMPTION FOR THIS FLIGHT WAS ESTIMATED TO BE ABOUT 34 GALLONS PER HOUR. THE PILOT WAS TAKEN TO A HOSPITAL AND TREATED FOR MINOR INJURIES, BUT PRODUCED NO IDENTIFICATION AND PAID HIS BILL IN CASH. NO FAA PILOT OR MEDICAL CERTIFICATE WAS ISSUED TO ANYONE WITH THE NAME THAT HE PROVIDED. THE ADDRESS THAT HE CLAIMED WAS NONEXISTENT. THE AIRCRAFT WAS REPORTED AS STOLEN, 21 DAYS AFTER THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

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

2. (C) FLUID,FUEL - EXHAUSTION
3. (C) FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
4. (C) AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:		Age:	50, Male
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N235J
Model/Series:	E55 E55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	TE-770
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5300 lbs
Time Since Last Inspection:	0 Hrs	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-C
Registered Owner:	DALE LANGLEY	Rated Power:	285 Horsepower
Operator:	JAMES E. ELLIS	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DALLAS , TX	Type of Flight Plan Filed:	None
Destination:	WARM SPRINGS BA, AK (BNF)	Type of Clearance:	None
Departure Time:	05:30 Local	Type of Airspace:	

Airport Information

Airport:	PAYSON E69	Runway Surface Type:	Asphalt;Concrete
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	
Runway Length/Width:	4900 ft / 60 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	34.190494,-111.170394(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: August 10, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72175>

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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](#).