



Aviation Investigation Final Report

Location:	Hilo, Hawaii	Accident Number:	WPR12CA004
Date & Time:	October 7, 2011, 17:23 Local	Registration:	N23BT
Aircraft:	Cessna T310R	Aircraft Damage:	Substantial
Defining Event:	Fuel exhaustion	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

The pilot reported that the engine lost power about 12 miles from the airport due to fuel exhaustion, and he ditched the airplane in the Pacific Ocean. The pilot had completed a preflight inspection for the transpacific flight and departed with approximately 393 gallons of fuel, which he calculated to be about 14 hours of fuel endurance. He reported that about 9 hours after takeoff he determined that, due to a change in the wind velocity, he would not reach his destination. He attempted to extend his range by reducing the airplane’s fuel consumption, but was unable to reach the airport. The pilot was rescued, and the airplane sank shortly thereafter. The total duration of the flight was about 13 hours.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A total loss of engine power during cruise flight due to fuel exhaustion as a result of the pilot’s improper fuel planning.

Findings

Aircraft	Fuel - Fluid level
Personnel issues	Fuel planning - Pilot
Environmental issues	(general) - Effect on operation

Factual Information

History of Flight

Enroute-cruise	Fuel exhaustion (Defining event)
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Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	65, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	April 11, 2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	February 26, 2010
Flight Time:	9380 hours (Total, all aircraft), 300 hours (Total, this make and model), 9100 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N23BT
Model/Series:	T310R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310R1303
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	September 10, 2011 Annual	Certified Max Gross Wt.:	7150 lbs
Time Since Last Inspection:	32 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3894 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520 SER
Registered Owner:	American King Air	Rated Power:	300 Horsepower
Operator:	American King Air	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	ITO	Distance from Accident Site:	12 Nautical Miles
Observation Time:	19:00 Local	Direction from Accident Site:	35°
Lowest Cloud Condition:	Few	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Monterey, CA (MRY)	Type of Flight Plan Filed:	IFR
Destination:	Hilo, HI (ITO)	Type of Clearance:	IFR
Departure Time:	07:38 Local	Type of Airspace:	

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:	19.790277,-154.920272

Administrative Information

Investigator In Charge (IIC):	Jones, Patrick
Additional Participating Persons:	Joseph J Monfort; Federal Aviation Administration; Honolulu, HI
Original Publish Date:	December 27, 2011
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=82023

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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](#).