



Aviation Investigation Final Report

Location:	GREER, South Carolina	Accident Number:	ATL91FA026
Date & Time:	December 4, 1990, 20:41 Local	Registration:	N2000Q
Aircraft:	BEECH D-55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE FLIGHT WAS SEQUENCED BEHIND A MALIBU FOR LANDING ON RUNWAY 03, AND THE PILOT WAS INSTRUCTED TO ALLOW THE MALIBU AMPLE SPACE FOR THE LANDING. ABOUT 1/2 MILE FROM TOUCHDOWN THE PILOT WAS INSTRUCTED TO GO AROUND TO ALLOW THE MALIBU TIME TO CLEAR RUNWAY 03. THE PILOT STARTED A GO AROUND AND REPORTED A DUAL ENGINE MALFUNCTION DURING THE CLIMBOUT. THE FLIGHT WAS CLEARED TO LAND ON ANY RUNWAY. AS THE PILOT TURNED LEFT TOWARD RWY 21, THE ACFT CRASHED INTO A SMALL GROVE OF TREES 1100 FEET LEFT OF THE EXTENDED CENTER LINE FOR RUNWAY 21. EXAMINATION OF THE AIRPLANE REVEALED THAT THE PILOT HAD PLACED THE FUEL SELECTOR VALVES IN THE AUX POSITION. A PLACARD ON THE FUEL SELECTOR VALVE ASSEMBLY STATED 'USE AUX TANKS AND CROSS FEED FOR LEVEL FLIGHT ONLY.' SUBSEQUENT EXAMINATIONS OF THE AIRFRAME AND POWER PLANTS FAILED TO DISCLOSE ANY MECHANICAL OR SYSTEM MALFUNCTION. DURING THE POST ACCIDENT EXAMINATION, THE RIGHT ENGINE STARTED AND OPERATED, ON THE AIRFRAME, WITH THE EXISTING FUEL AND SUPPORTIVE SYSTEMS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL STARVATION. A CONTRIBUTING FACTOR WAS THE PILOT'S FAILURE TO FOLLOW NORMAL FUEL SYSTEM OPERATIONAL PROCEDURES WHICH RESULTED IN THE TOTAL LOSS OF ENGINE POWER.

Findings

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

Findings

1. ALL ENGINES
2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. (C) FLUID,FUEL - STARVATION

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	38, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 2, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2566 hours (Total, all aircraft), 850 hours (Total, this make and model), 2325 hours (Pilot In Command, all aircraft), 158 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N2000Q
Model/Series:	D-55 D-55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	TE-491
Landing Gear Type:	Retractable - Tricycle	Seats:	2
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, activated	Engine Model/Series:	IO-520-C
Registered Owner:		Rated Power:	285 Horsepower
Operator:	KENNEDY, CHARLES L.JR.	Operating Certificate(s) Held:	None
Operator Does Business As:	CHUCK'S FLYING SERVICE	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/bright
Observation Facility, Elevation:	GSP ,972 ft msl	Distance from Accident Site:	
Observation Time:	20:43 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHATTANOOGA , TN (CHA)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	VFR
Departure Time:	19:45 Local	Type of Airspace:	

Airport Information

Airport:	GREENVILLE-SPARTANBURG GSP	Runway Surface Type:	Concrete
Airport Elevation:	972 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	7600 ft / 150 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	34.859878,-82.300399(est)

Administrative Information

Investigator In Charge (IIC): Powell, Phillip

Additional Participating Persons:

Original Publish Date: December 30, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=8301>

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