



National Transportation Safety Board Aviation Accident Final Report

Location:	DALLAS, TX	Accident Number:	FTW88FA035
Date & Time:	12/07/1987, 1729 CST	Registration:	N400NY
Aircraft:	Lockheed 250 TRI-GEAR	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Analysis

THE RIGHT ENGINE OF THE AIRCRAFT FAILED THREE TIMES IN FLIGHT. AFTER THE LAST FAILURE NEAR THE MIDDLE MARKER THE PILOT FEATHERED THE PROPELLER. THE AIRCRAFT COLLIDED WITH POWER LINES AND THE GROUND ABOUT 400 YARDS SHORT OF RUNWAY 31 AT THE REDBIRD AIRPORT. THE RIGHT FUEL SELECTOR WAS POSITIONED TO THE LEFT REAR TANK AND THE LEFT SELECTOR WAS POSITIONED TO THE OFF POSITION. THE LEFT WING TANKS WERE INTACT AND EMPTY. BOTH ENGINES HAD FAILED DUE TO FUEL EXHAUSTION. TWO AIRPORTS WERE OVERFLOWN THAT WERE ADEQUATE FOR LANDING AND THAT HAD FUEL AVAILABLE. THIS WAS THE CO-PILOT'S FIRST FLIGHT.

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 - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (C) FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
4. (C) REFUELING - NOT OBTAINED - PILOT IN COMMAND
5. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

6. (F) OBJECT - WIRE,TRANSMISSION

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	55, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last Medical Exam:	12/10/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	11500 hours (Total, all aircraft), 782 hours (Total, this make and model), 11000 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Lockheed	Registration:	N400NY
Model/Series:	250 TRI-GEAR 250 TRI-GE	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	2379
Landing Gear Type:	Retractable - Tricycle	Seats:	17
Date/Type of Last Inspection:	09/29/1987, Continuous Airworthiness	Certified Max Gross Wt.:	22500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	8735 Hours	Engine Manufacturer:	WRIGHT
ELT:	Installed, not activated	Engine Model/Series:	R-1820-56A
Registered Owner:	NICOLE CORPORATION	Rated Power:	1350 hp
Operator:	NICOLE CORPORATION	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	RBD, 660 ft msl	Observation Time:	1729 CST
Distance from Accident Site:	1 Nautical Miles	Direction from Accident Site:	310°
Lowest Cloud Condition:	Unknown / 0 ft agl	Temperature/Dew Point:	
Lowest Ceiling:	Overcast / 1400 ft agl	Visibility	4 Miles
Wind Speed/Gusts, Direction:	4 knots, 290°	Visibility (RVR):	0 ft
Altimeter Setting:	29 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	SAN ANTONIO, TX (SAT)	Type of Flight Plan Filed:	IFR
Destination:	DALLAS, TX (RBD)	Type of Clearance:	IFR
Departure Time:	1600 CST	Type of Airspace:	Class E

Airport Information

Airport:	REDBIRD (RBD)	Runway Surface Type:	Asphalt
Airport Elevation:	660 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	Localizer Only
Runway Length/Width:	5452 ft / 150 ft	VFR Approach/Landing:	Forced Landing; Straight-in

Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ARMOND V EDWARDS	Adopted Date:	06/07/1989
Additional Participating Persons:	J. N MONTEROSSO; DALLAS, TX		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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