



Memorandum For Record

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NTSB Accident Number: ERA20LA297

A review of NTSB Case Analysis and Reporting Online (CAROL) database for accidents and incidents for the Aero Commander 500 or Rockwell 500 series airplane was performed. The search was conducted for investigations in which the probable cause was determined, and the word "fuel exhaustion" was listed in the analysis narrative. Four cases were identified. The case numbers were MKC83FA059, LAX91LA313, WPR12TA323, and CEN13FA182. None of the cases mentioned postaccident testing of the tank unit or fuel transmitter. One investigation, CEN13FA182, involved a forced landing of an Aero Commander 500B on a golf course about 5 minutes after takeoff due to fuel exhaustion. The report indicated that the fuel gauge indicated 65 gallons but only .5 gallon of fuel was drained from the fuel tanks. A finding cited was a malfunction of the "fuel quantity sensor," but the report did not discuss postaccident testing of the sensor. The NTSB determined that the probable cause of the accident was the loss of engine power due to fuel exhaustion. Contributing to the accident in part was the failure of the fuel gauge to indicate the actual amount of fuel on-board the airplane.

Another search of the CAROL database for accidents and incidents for the Aero Commander 500 or Rockwell 500 series airplane was performed for investigations in which the probable cause was determined, and the word "fuel" was listed in the analysis narrative. Ten additional cases were identified in which fuel exhaustion may have contributed to the outcome. None of those 10 case narratives mentioned postaccident testing of the tank unit, or fuel transmitter.