



National Transportation Safety Board Aviation Accident Factual Report

Location:	MILLERSBURG, OH	Accident Number:	NYC01LA028
Date & Time:	11/01/2000, 1015 EST	Registration:	N565P
Aircraft:	Beech A-36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 91: General Aviation - Personal

On November 1, 2000, about 1015 Eastern Standard Time, a Beech A-36, N565P, was substantially damaged while executing a forced landing at the Holmes County Airport (10G), Millersburg, Ohio. The certificated private pilot and two passengers were not injured. Visual meteorological condition prevailed for the personal flight that departed Norfolk, Virginia, destined for Holland, Michigan. An instrument flight rules (IFR) flight plan was filed and the flight was conducted under 14 CFR Part 91.

According to the pilot, when the airplane was approximately 6 miles to the northwest of Millersburg, he experienced a total loss of engine power. The pilot advised Indianapolis Center of his situation, and the controller provided radar vectors to Millersburg. The pilot elected to keep the airplane in a "clean" configuration to improve glide performance. While on final approach for Runway 27, the airplane contacted trees, and impacted the ground to the left of the runway. The airplane came to a stop, and the occupants exited under their own power.

In a written statement by the pilot, he stated that the loss of engine power was from "fuel starvation." He also stated, that during the flight he was distracted from monitoring the fuel because of a conversation he was having with the front seat passenger. He added that the autopilot was on, and the weather was "beautiful."

According to a Federal Aviation Administration inspector that examined the wreckage, the airplane came to rest upright and intact on the grass to the left side of Runway 27, about 300 feet beyond the landing threshold. At the scene, the inspector observed no evidence of fuel spillage or inflight venting of fuel. The inspector examined the left fuel tank by looking in the tank, and rocking the airplane. He did not see or hear any fuel moving in the tank. The inspector examined the right fuel tank, which was approximately full, and he examined the fuel selector, which was set to the left fuel tank.

Pilot Information

Certificate:	Private	Age:	71, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/11/2000
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5880 hours (Total, all aircraft), 140 hours (Total, this make and model), 5880 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N565P
Model/Series:	A-36 A-36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	E-3280
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	12/11/1999, Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	177 Hours	Engines:	1 Reciprocating
Airframe Total Time:	177 Hours	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	IO-550
Registered Owner:	ERNEST HUDSON	Rated Power:	300 hp
Operator:	ERNEST HUDSON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BJJ, 1135 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	0953 EST	Direction from Accident Site:	14°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	9°C / 2°C
Precipitation and Obscuration:			
Departure Point:	NORFOLK, VA (ORF)	Type of Flight Plan Filed:	IFR
Destination:	HOLLAND, MI (HLM)	Type of Clearance:	IFR
Departure Time:	0755 EST	Type of Airspace:	Class G

Airport Information

Airport:	HOLMES COUNTY (10G)	Runway Surface Type:	Asphalt
Airport Elevation:	1218 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	3498 ft / 65 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DAVID S MUZIO
Additional Participating Persons:	ROBERT HAACKE; CLEVELAND, OH
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/ .