National Transportation Safety Board
Aviation Accident Data Summary

Location:	Uniondale, IN	**Accident Number:**	CHI03FA291
Date & Time:	09/01/2003, 2002 EST	**Registration:**	N8018J
Aircraft:	Beech B36TC	**Injuries:**	3 Fatal, 1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane impacted a utility pole and the terrain following a loss of engine power while being vectored for an ILS approach. The pilot diverted to an airport that had an ILS approach during the flight because of deteriorated weather. The pilot stated that during the approach the airplane did not seem to be descending so he disconnected the autopilot and subsequently executed a missed approach. The pilot reported that upon reaching 2,600 feet msl during the missed approach, he leaned the engine using turbo inlet temperature. The pilot reported the engine began to sputter so he pushed the mixture to rich, adjusted the throttle, and switched the boost pump to LOW, but the engine continued to sputter. He switched the boost pump to HI and the sputtering stopped momentarily before starting again. The pilot informed ATC that he was having a fuel problem and he needed to land "ASAP." The approach controller issued a vector to turn N8018J onto the approach. The pilot stated he switched the fuel selector to the left tank position and he attempted to restart the engine to no avail. The pilot reported that during the emergency descent all of the airplane lights went out except for the GPS and EFIS which had independent lighting systems. The airplane impacted the utility pole and slid across a county road before coming to rest. A post impact fire and explosion ensued. Usable fuel capacity for the airplane is 102 gallons. The fuel tanks were last topped off on August 1, 2003, and there was an addition total of 151.7 gallons added since that time. This resulted in the airplane having had 253.7 gallons of usable fuel on board since August 1, 2003. The airplane was flown 12.1 hours with 8 takeoffs since it was topped off. The pilot stated the fuel burn ranged from 12 to 30 gallons per hour with an average of 18 to 19 gallons per hour. According to Beechcraft, an additional 4 gallons of fuel would be used for each taxi, takeoff, and climb sequence. A fuel burn of 18 gallons per hour, would have resulted in the airplane using 249.8 gallons (217.8 gallons plus 32 gallons) of fuel during the 12.1 hours of flight time. A fuel burn of 19 gallons per hour would have resulted in 261.9 gallons (229.9 gallons plus 32 gallons) being used. Inspection of the engine revealed only residual fuel was present in the fuel manifold and in the fuel metering unit. There was no fuel present in any of the fuel lines or in the fuel pump. Regulation 49 CFR Part 91.167 states no person may operate a civil aircraft in IFR conditions unless it carries enough fuel to complete the flight to the first airport of intended landing, fly from that airport to the alternate airport, and fly thereafter for 45 minutes at normal cruise.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's inaccurate preflight planning which resulted in an inadequate fuel supply and subsequent fuel exhaustion. Factors associated with the accident were the low ceiling, dark night conditions, and the utility pole which the airplane contacted during the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: MISSED APPROACH (IFR)

Findings
1. (C) PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND
2. (C) FLUID,FUEL - EXHAUSTION
3. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

Findings
4. (F) WEATHER CONDITION - LOW CEILING
5. (F) LIGHT CONDITION - DARK NIGHT
6. ELECTRICAL SYSTEM - INADVERTENT DEACTIVATION - PILOT IN COMMAND

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

Findings
7. (F) OBJECT - POLE

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

Findings
8. TERRAIN CONDITION - ROADWAY/HIGHWAY

Occurrence #5: FIRE/EXPLOSION
Phase of Operation: OTHER

Findings
9. OXYGEN SYSTEM - EXPLODED

Pilot Information

Certificate:	Private	**Age:**	38
Airplane Rating(s):	Single-engine Land	**Instrument Rating(s):**	Airplane
Other Aircraft Rating(s):	None	**Instructor Rating(s):**	None
Flight Time:	836 hours (Total, all aircraft), 59 hours (Total, this make and model), 667 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N8018J
Model/Series:	B36TC	**Engines:**	1 Reciprocating
Operator:	Stephen J. Hatch	**Engine Manufacturer:**	Continental
Operating Certificate(s) Held:	None	**Engine Model/Series:**	TSIO-520-UB4F
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	**Condition of Light:**	Night/Dark
Observation Facility, Elevation:	FWA, 815 ft msl	**Weather Information Source:**	Weather Observation Facility
Lowest Ceiling:	Overcast / 300 ft agl	**Wind Speed/Gusts, Direction:**	11 knots / , 80°
Temperature:	17°C	**Visibility**	2.5 Miles
Precipitation and Obscuration:			
Departure Point:	Boyne City, MI (N98)	**Destination:**	Ft. Wayne, IN (SMD)

Airport Information

Airport:	FORT WAYNE INTERNATIONAL (FWA)	**Runway Surface Type:**	Asphalt; Concrete
Runway Used:	05	**Runway Surface Condition:**	Wet
Runway Length/Width:	12000 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	1 Serious	**Aircraft Damage:**	Destroyed
Passenger Injuries:	3 Fatal, 1 Minor	**Aircraft Fire:**	On-Ground
Ground Injuries:	N/A	**Aircraft Explosion:**	On-Ground
Latitude, Longitude:	40.867222, -85.688611		

Administrative Information

Investigator In Charge (IIC):	Pamela S Sullivan	**Adopted Date:**	01/24/2005
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.ntsb.gov/pubdms/.		

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