



National Transportation Safety Board Aviation Accident Final Report

Location:	Bismark, ND	Accident Number:	CHI07CA248
Date & Time:	08/01/2007, 1500 CDT	Registration:	N529R
Aircraft:	Beech B60	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane made a forced landing following a loss of power from both engines. The pilot reported that he had called the fixed base operator at the airport to have them pull his airplane out and to have 30 gallons of fuel added to each side. He stated that when he arrived at the airport, the fuel had already been added to the airplane. He stated that he performed a pre-flight examination of the airplane which included visual checks of the fuel which was blue in color, consistent with 100LL aviation gasoline. The pilot reported that the subsequent start-up, taxi and pre-takeoff checks were normal and he proceeded to takeoff. He stated that at about 32 inches of manifold pressure the left engine stumbled and he aborted the takeoff. After taxi back to the runway, the pilot performed another run-up and attempted another takeoff which again resulted in an aborted takeoff. The pilot stated that he then returned to the maintenance area where a mechanic boarded the airplane and a full power run-up was performed. No anomalies were noted during the full power run-up. After the mechanic deplaned, the pilot returned to the runway and was again cleared for takeoff. He stated that he entered the runway, held his brakes, and increased the power to 35 inches of manifold pressure. He stated that he checked the engine gauges and all were normal and he applied full power and proceeded to takeoff. After liftoff, the pilot noticed a fluctuation in the right engine's manifold pressure and he began a gradual left turn. He stated that the manifold pressure and fuel flow indications for both engines then began to fluctuate. The pilot's attempts to rectify the power fluctuations were unsuccessful and an eventual off-airport forced landing was made. The pilot reported that he had to maneuver the airplane to avoid trees, cars, houses and people during the forced landing. A fuel receipt from the fixed base operator revealed that the airplane had been fueled with aviation jet fuel.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The improper fuel grade due to the improper fueling of the airplane by the fixed base operator, which led to the loss of engine power of both engines. A factor was the unsuitable terrain encountered during the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) 2 ENGINES
 2. (C) FUEL SUPPLY - IMPROPER - FBO PERSONNEL
 3. (C) FLUID,FUEL GRADE - IMPROPER
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Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

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

Findings

4. TERRAIN CONDITION - GROUND
5. (F) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	66, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	06/01/2007
Occupational Pilot:		Last Flight Review or Equivalent:	05/01/2007
Flight Time:	7100 hours (Total, all aircraft), 1160 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N529R
Model/Series:	B60	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	529
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	11/01/2006, Annual	Certified Max Gross Wt.:	7039 lbs
Time Since Last Inspection:	72 Hours	Engines:	2 Reciprocating
Airframe Total Time:	3950 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	TIO-541
Registered Owner:	Aviation Enterprises, LLC	Rated Power:	380 hp
Operator:	Henry L. Reichert	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Bismark, ND (BIS)	Type of Flight Plan Filed:	IFR
Destination:	DETROIT LAKES, MN (DTL)	Type of Clearance:	IFR
Departure Time:	1500 CDT	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	46.801667, -100.679167

Administrative Information

Investigator In Charge (IIC):	John M Brannen	Report Date:	10/31/2007
Additional Participating Persons:	Rod Vigstol; Fargo, North Dakota FSDO		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).