



National Transportation Safety Board Aviation Accident Data Summary

Location:	Bismark, ND	Accident Number:	CHI07CA248
Date & Time:	08/01/2007, 1500 CDT	Registration:	N529R
Aircraft:	Beech B60	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

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

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

Pilot Information

Certificate:	Commercial	Age:	66
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	2 Reciprocating
Operator:	Henry L. Reichert	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	TIO-541
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Weather Information Source:	Unknown
Lowest Ceiling:		Wind Speed/Gusts, Direction:	/ ,
Temperature:		Visibility:	
Precipitation and Obscuration:			
Departure Point:	Bismark, ND (BIS)	Destination:	DETROIT LAKES, MN (DTL)

Airport Information

Airport:		Runway Surface Type:	
Runway Used:		Runway Surface Condition:	
Runway Length/Width:			

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
Latitude, Longitude:	46.801667, -100.679167		

Administrative Information

Investigator In Charge (IIC):	John M Brannen	Adopted Date:	10/31/2007
--------------------------------------	----------------	----------------------	------------

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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.