



National Transportation Safety Board Aviation Accident Data Summary

Location:	Refugio, TX	Accident Number:	CEN10LA005
Date & Time:	10/02/2009, 1310 CDT	Registration:	N991PP
Aircraft:	BEECH A36	Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

During a cross-country flight the pilot tracked his fuel usage by watching the engine analyzer; however, about 180 miles from his destination airport the engine lost power and the pilot performed a forced landing, resulting in substantial damage to the airplane. During the descent the pilot unsuccessfully tried to restart the engine by switching the fuel selector between the right and left fuel tanks. An on-site examination of the airplane revealed that the airplane's left wing fuel tank contained about 2 cups of fuel and when the right wing fuel cap was removed, fuel would spill from the tank. An additional examination of the fuel selector, airframe, and an engine test run failed to reveal a preimpact anomaly that would have precluded a restart of the engine. The pilot later added that while trying to restart the engine he did not turn on the electric-driven fuel pump. Additionally, he noted that the checklist that he carried in the aircraft failed to mention the electric-driven fuel pump; however, he noted that the pilot's operating handbook (POH) did mention the electric pump.

Flight Events

Enroute-cruise - Fuel starvation
Enroute - Loss of engine power (total)
Emergency descent - Off-field or emergency landing
Landing - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
A total loss of engine power due to fuel starvation as a result of the pilot's improper fuel management.
Contributing to the accident was the pilot's failure to follow the correct engine restart checklist.

Findings

Aircraft-Fluids/misc hardware-Fluids-Fuel-Fluid management - C
Personnel issues-Task performance-Use of equip/info-Use of equip/system-Pilot - C
Personnel issues-Task performance-Use of equip/info-Use of checklist-Pilot - F

Pilot Information

Certificate:	Private	Age:	56
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1142 hours (Total, all aircraft), 448 hours (Total, this make and model), 860 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N991PP
Model/Series:	A36	Engines:	1 Reciprocating
Operator:	AERO MARK JM LLC	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO 520 SERIES
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KRKP	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Overcast / 12000 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	11 knots, 30°
Temperature:	28° C / 22° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration		
Departure Point:	New Century Air, KS (KIXD)	Destination:	Corpus Christi, TX (KCRP)

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Craig Hatch	Adopted Date:	03/03/2010
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=74855		

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