



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Perry, KS	<b>Accident Number:</b>	CEN10FA364
<b>Date &amp; Time:</b>	07/01/2010, 0750 CDT	<b>Registration:</b>	N3071T
<b>Aircraft:</b>	BEECH F33A	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot reported a loss of engine power to an air traffic controller and was then provided vectors to an airport located 10 miles south of the airplane's position. The radar track illustrated the airplane reversed course back to the east and then to the south towards the airport. According to a witness in the area, the airplane was extremely low and started to turn or rotate when the nose dropped and he lost sight of the airplane; the airplane impacted an open field in a nose low attitude. Recorded engine data revealed that the fuel flow dropped to zero and cylinder head temperature and rpm decreased. An examination of the airframe and its related systems revealed no anomalies. An examination of the engine revealed that the engine driven fuel pump was seized and could not be rotated by hand. Further examination revealed that foreign particles in the bearing resulted in the seizure of the fuel pump. The source of the foreign particles was not determined. The emergency procedures checklist for a loss of engine power included the activation of the auxiliary fuel pump. The switch was in the off position at the accident site. An examination of the auxiliary fuel pump revealed no anomalies.

## Flight Events

Enroute-climb to cruise - Loss of engine power (total)  
Emergency descent - Loss of control in flight

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the engine driven fuel pump causing a loss of engine power and the pilot's failure to maintain aircraft control resulting in an inadvertent stall. Contributing to the accident was the pilot's failure to follow the emergency procedures checklist and utilize the electric fuel boost pump which would have restored engine power.

## Findings

Aircraft-Aircraft systems-Fuel system-Fuel pumps-Failure - C  
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C  
Personnel issues-Task performance-Use of equip/info-Use of checklist-Pilot - F

## Pilot Information

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	56
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	3000 hours (Total, all aircraft), 1500 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N3071T
Model/Series:	F33A	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO 520 BB
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	KLWC, 833 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	6 knots, 110°
Temperature:	20°C / 16°C	Visibility	9 Miles
Precipitation and Obscuration:			
Departure Point:	Kansas City, MO (KMKC)	Destination:	St Johns, AZ (KSJN)

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Jennifer Rodi	Adopted Date:	06/13/2011
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=76499">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=76499</a>		

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