



National Transportation Safety Board Aviation Accident Final Report

Location:	Fort Lauderdale, FL	Accident Number:	ERA13CA073
Date & Time:	12/01/2012, 1430 EST	Registration:	N2196W
Aircraft:	BEECH B19	Aircraft Damage:	Substantial
Defining Event:	Fuel exhaustion	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The pilot reported that the purpose of the flight was an orientation for two potential student pilots. The pilot said that he completed a visual inspection of the fuel tanks and that he estimated that the fuel tanks contained 10 gallons of fuel, which he determined, would have been adequate for the flight. The pilot completed two traffic patterns, and as he climbed the airplane to the downwind leg of the third pattern, the engine lost power and "surged" during the subsequent forced landing. The pilot requested an emergency landing to runway 13 but amended his request to runway 8 because the airplane was "too high." He subsequently determined the airplane was "too low" for runway 8, and the airplane touched down hard on a taxiway and skidded to a stop in the grass infield. The airplane sustained substantial damage to the cabin floor structure. Examination revealed that the airplane contained no fuel, and the pilot reported that he had exhausted his fuel supply.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight planning, which resulted in fuel exhaustion and a total loss of engine power.

Findings

Aircraft	Fuel - Fluid management (Cause)
Personnel issues	Preflight inspection - Pilot (Cause)

Factual Information

History of Flight

Approach-VFR pattern downwind	Fuel exhaustion (Defining event) Loss of engine power (total)
-------------------------------	--

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	33, 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:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last Medical Exam:	06/20/2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	09/18/2012
Flight Time:	(Estimated) 365 hours (Total, all aircraft), 22 hours (Total, this make and model), 176 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N2196W
Model/Series:	B19	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	MB-690
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	02/05/2012, Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	62 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4606 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320 SERIES
Registered Owner:	Steven George Gilchrist	Rated Power:	150 hp
Operator:	Status Air	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	FXE, 13 ft msl	Observation Time:	1853 EST
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Scattered / 2500 ft agl	Temperature/Dew Point:	25°C / 16°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	12 knots/ 18 knots, 50°	Visibility (RVR):	
Altimeter Setting:	30.14 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Precipitation		
Departure Point:	Fort Lauderdale, FL (FXE)	Type of Flight Plan Filed:	Unknown
Destination:	Fort Lauderdale, FL (FXE)	Type of Clearance:	VFR
Departure Time:	1415 EST	Type of Airspace:	Class D

Airport Information

Airport:	Ft. Lauderdale Executive (FXE)	Runway Surface Type:	Asphalt
Airport Elevation:	13 ft	Runway Surface Condition:	Dry
Runway Used:	08	IFR Approach:	None
Runway Length/Width:	6001 ft / 100 ft	VFR Approach/Landing:	Forced Landing; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None		

Administrative Information

Investigator In Charge (IIC):	Brian C Rayner	Adopted Date:	04/10/2013
Additional Participating Persons:	Edmundo Rolon; FAA/FSDO; Miramar, FL		
Publish Date:	04/10/2013		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=85722		

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.