



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Ingalls, IN	<b>Accident Number:</b>	CEN13CA250
<b>Date &amp; Time:</b>	05/01/2013, 0830 EDT	<b>Registration:</b>	N1568Y
<b>Aircraft:</b>	BEECH A36	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The pilot departed on a 1 hour 50 minute cross country flight with about 30 gallons of fuel in each wing tank (about 27 gallons usable fuel per side). The flight was uneventful until the pilot started a descent from 8,000 feet to 3,000 feet; the engine then made "two pops" and "quit." The pilot said the engine didn't run rough; "it just stopped." He made several attempts to re-start the engine but was unsuccessful. The pilot declared an emergency and landed in a field. Upon landing, the nose gear dug into the dirt and separated from the airplane. The right wing rear spar fractured during the landing; however, both wing fuel tanks were undamaged. About 1 quart of fuel was drained from the left wing tank, and the right wing tank contained about 30 gallons of fuel. The pilot could not recall where the fuel selector was positioned at the time of the power loss. Examination of the engine and fuel system revealed no mechanical anomalies that would have precluded normal operation. It is likely that the pilot was feeding fuel to the engine from the left wing tank and did not switch to the right wing tank before the engine lost power or during the attempted restart.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper fuel management, which resulted in a loss of engine power due to fuel starvation.

## Findings

---

<b>Aircraft</b>	Fuel - Fluid management (Cause)
<b>Personnel issues</b>	Fuel planning - Pilot (Cause)

## Factual Information

### History of Flight

Enroute-descent	Loss of engine power (total) (Defining event) Fuel starvation
Emergency descent	Loss of engine power (total)

### Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	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):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last Medical Exam:	02/25/2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	11/11/2012
Flight Time:	382 hours (Total, all aircraft), 232 hours (Total, this make and model), 2 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N1568Y
Model/Series:	A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	E-2646
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	10/10/2012, Annual	Certified Max Gross Wt.:	3650 lbs
Time Since Last Inspection:	16.7 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3690 Hours	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	IO-550 SERIES
Registered Owner:	WV AVIATION LLC	Rated Power:	300 hp
Operator:	WV AVIATION LLC	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	KAID, 919 ft msl	Observation Time:	0853 EDT
Distance from Accident Site:	10 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	40°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	18°C / 13°C
Lowest Ceiling:		Visibility	10 Miles
Wind Speed/Gusts, Direction:	6 knots, 170°	Visibility (RVR):	
Altimeter Setting:	30.17 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Clarksburg, WV (CKB)	Type of Flight Plan Filed:	IFR
Destination:	Indianapolis, IN (UMP)	Type of Clearance:	IFR
Departure Time:	0700 EDT	Type of Airspace:	

## Airport Information

Airport:	None	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Leah D Yeager	Adopted Date:	07/23/2013
Additional Participating Persons:	Christina Rachfalski; FAA/FSDO; Indianapolis, IN		
Publish Date:	07/23/2013		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=86784">http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=86784</a>		

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.