



Aviation Investigation Final Report

Location:	San Benito, Texas	Accident Number:	CEN20LA346
Date & Time:	August 16, 2020, 13:00 Local	Registration:	N3256V
Aircraft:	Beech 36	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that shortly after takeoff from his private airstrip, the airplane’s engine lost partial power. He activated the electric fuel pump at which time the engine lost all power. The pilot attempted to return to his private airport but landed short with the landing gear retracted in a cotton field. The airplane's forward fuselage was substantially damaged. Examination of the airplane after the accident did not reveal any preimpact anomalies that would explain the loss of engine power.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A loss of engine power for a reason that could not be determined.

Findings

Not determined (general) - Unknown/Not determined

Factual Information

History of Flight

Takeoff	Loss of engine power (total) (Defining event)
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On August 16, 2020, about 1300 central daylight time, a Beech A36 airplane, N3256V, was substantially damaged when it was involved in an accident near San Benito, Texas. The pilot was seriously injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to the pilot, shortly after takeoff from the Kornegay Private Airport (53XS), the engine lost partial power. He activated the electric fuel pump at which time the engine lost all power. The pilot attempted to return to his private airport but landed short with the landing gear retracted in a cotton field. The airplane's forward fuselage was substantially damaged.

Postaccident examination of the airplane and engine was conducted following removal of the airplane from the accident site with no preimpact anomalies found with regard to the airframe, engine, or associated systems.

Pilot Information

Certificate:	Airline transport; Commercial	Age:	64, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	February 12, 2020
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	July 1, 2019
Flight Time:	29048 hours (Total, all aircraft), 1500 hours (Total, this make and model), 425 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N3256V
Model/Series:	36 A36	Aircraft Category:	Airplane
Year of Manufacture:	1995	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E-2956
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 4, 2020 Annual	Certified Max Gross Wt.:	3650 lbs
Time Since Last Inspection:		Engines:	Reciprocating
Airframe Total Time:	2912 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	IO-550-B1F
Registered Owner:	On file	Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	HRL,36 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	16:52 Local	Direction from Accident Site:	315°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	33°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	San Benito, TX (53XS)	Type of Flight Plan Filed:	None
Destination:	Harlingen, TX (HRL)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Kornegay Private 53XS	Runway Surface Type:	
Airport Elevation:	30 ft msl	Runway Surface Condition:	Rough;Vegetation
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	26.129674,-97.629089(est)

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Richard Long; San Antonio FSDO; San Antonio, TX
Original Publish Date:	June 3, 2022
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=101810

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).