Aviation Investigation Final Report

Location:	Colby, Kansas	**Accident Number:**	CEN21LA174
Date & Time:	March 10, 2021, 02:30 Local	**Registration:**	N568P
Aircraft:	Beech 95-B55 (T42A)	**Aircraft Damage:**	Substantial
Defining Event:	Aircraft inspection event	**Injuries:**	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot departed on a local flight with the towbar attached to the nose landing gear. When the pilot rotated the airplane for takeoff, he felt the left rudder pedal "slam to the floor," and he could not depress the right rudder pedal, which resulted in a sustained adverse yaw condition. The airplane climbed and drifted left of the runway, so the pilot continued the climb to pattern altitude. During the climb, he saw the towbar attached to the nosewheel through a mirror on the left engine nacelle. The pilot circled the airport about 30 minutes while assistance arrived. During the last circle, as he was descending, the right engine lost power. The pilot recalled that the right fuel gauge showed "low," and the left fuel gauge was about 1/2 full. The pilot began to crossfeed fuel to the right engine, but he was unsuccessful in getting the right engine to restart. The pilot was unable to maintain airspeed and altitude and was having difficulty maintaining directional control of the airplane, so he elected to land the airplane in an open field. The airplane sustained damage to the fuselage and right wing during the landing.

Although the airplane manual states that the crossfeed is to be used in level flight only, the pilot reported that fuel was being fed to the right fuel tank as evidenced by the fuel gauge indication increasing. The pilot reported the airplane's altitude was a couple hundred feet above the ground when he turned the crossfeed on and this may have prevented him from having adequate time to restart the engine as he was occupied with trying to land the airplane.

Probable Cause and Findings

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

The pilot's failure to remove the towbar from the nose landing gear before takeoff, which resulted in a sustained adverse yaw condition, and his failure to adequately monitor the fuel system while circling the airport, which resulted in fuel starvation and loss of power to the right engine.

Findings

Aircraft	Fuel - Fluid management
Personnel issues	Preflight inspection - Pilot
Personnel issues	Use of equip/system - Pilot

Factual Information

History of Flight

Prior to flight	Aircraft inspection event (Defining event)
Approach	Loss of engine power (partial)

On March 10, 2021, about 0230 central daylight time, a Beech 95-B55 airplane, N568P, was substantially damaged when it was involved in an airplane accident near Colby, Kansas. The pilot had minor injuries. The airplane was operated under the provisions of Title 14 *Code of Federal Regulations* Part 91 as a personal flight.

When rotating the airplane for takeoff, the pilot felt the left rudder pedal "slam to the floor" and he could not depress the right rudder pedal. Once airborne, the airplane drifted left of the runway and the pilot was unable to apply enough right rudder to correct the heading, so he continued the climb to pattern altitude. During the climb, he saw the towbar still attached to the nosewheel through the mirror on the left engine nacelle. The pilot circled over the airport and phoned for assistance. The pilot circled the airport at an altitude of 4,000 ft above mean sea level for about 30 minutes while help arrived. While making the last circle, he noticed the right engine lost power. The pilot recalled that the right fuel gauge showed "low, and the left fuel gauge was about 1/2 full. The pilot turned on the crossfeed and the low boost pump. He noted that the right fuel gauge began to increase; however, he reported that he should have turned it on earlier. The pilot reported his altitude was 250 – 300 ft above ground level at this time and he was unable to gain airspeed or altitude. Having difficulty with directional control, the pilot opted to perform a landing to an open field. During the landing, the fuselage and right wing sustained substantial damage.

The aircraft manual states that the crossfeed is to be used only when the airplane is in level flight.

Due to the lack of available mechanics in the local area, a detailed engine examination could not be facilitated.

Pilot Information

Certificate:	Private	**Age:**	40,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):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	
Medical Certification:	Class 3 With waivers/limitations	**Last FAA Medical Exam:**	October 15, 2019
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	384.8 hours (Total, all aircraft), 193.7 hours (Total, this make and model), 361.7 hours (Pilot In Command, all aircraft), 14.8 hours (Last 90 days, all aircraft), 3.8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N568P
Model/Series:	95-B55 (T42A) NO SERIES	**Aircraft Category:**	Airplane
Year of Manufacture:	1978	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	TC-2162
Landing Gear Type:	Retractable - Tricycle	**Seats:**	6
Date/Type of Last Inspection:	August 21, 2020 Annual	**Certified Max Gross Wt.:**	5100 lbs
Time Since Last Inspection:	29.8 Hrs	**Engines:**	2 Reciprocating
Airframe Total Time:	3003.7 Hrs as of last inspection	**Engine Manufacturer:**	CONT MOTOR
ELT:	C91 installed, activated, did not aid in locating accident	**Engine Model/Series:**	IO-470 SER
Registered Owner:	CAP DAVID T	**Rated Power:**	260 Horsepower
Operator:	On file	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Night/dark
Observation Facility, Elevation:	KCBK,3187 ft msl	**Distance from Accident Site:**	
Observation Time:		**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	6 knots / None	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	270°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.57 inches Hg	**Temperature/Dew Point:**	6°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Colby, KS	**Type of Flight Plan Filed:**	None
Destination:	Colby, KS	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:	N/A	**Aircraft Fire:**	None
Ground Injuries:		**Aircraft Explosion:**	None
Total Injuries:	1 Minor	**Latitude, Longitude:**	39.427669,-101.04859

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason
Additional Participating Persons:	Mark Hopp; FAA FSDO; Wichita , KS
Original Publish Date:	September 14, 2022
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=102856