



Aviation Investigation Final Report

Location:	Palo Alto, California	Accident Number:	WPR21LA342
Date & Time:	September 13, 2021, 13:40 Local	Registration:	N162DF
Aircraft:	Beech 58	Aircraft Damage:	Substantial
Defining Event:	Wrong fuel	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Business		

Analysis

The pilot reported that, shortly after takeoff, about 500 ft above the ground, both engines lost power. A forced landing was subsequently initiated to an open area. During the landing, the left wing collided with a wooden post and was substantially damaged. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The airplane was fueled before the flight. The fueler reported that he incorrectly fueled the airplane with Jet A fuel instead of Avgas. He added that he did not notice the “Avgas only” label adjacent to the fuel port, and that he did not follow the company’s fueling checklist while fueling the accident airplane.

Probable Cause and Findings

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

The fuelers addition of the incorrect fuel to the fuel tanks which resulted in a total loss of engine power.

Findings

Personnel issues	Incorrect action performance - Ground crew
Aircraft	Fuel - Fluid type

Factual Information

History of Flight

Prior to flight	Wrong fuel (Defining event)
Initial climb	Fuel related
Initial climb	Off-field or emergency landing
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	80, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	April 19, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 7, 2021
Flight Time:	(Estimated) 14000 hours (Total, all aircraft), 6500 hours (Total, this make and model), 14000 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N162DF
Model/Series:	58 P	Aircraft Category:	Airplane
Year of Manufacture:	1982	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TJ-403
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 10, 2021 100 hour	Certified Max Gross Wt.:	6200 lbs
Time Since Last Inspection:	67 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	7500 Hrs as of last inspection	Engine Manufacturer:	Continetal
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	TSIO520WB
Registered Owner:	FAFORD AVIATION LEASING CO	Rated Power:	325 Horsepower
Operator:	FAFORD AVIATION LEASING CO	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPAO,7 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	13:47 Local	Direction from Accident Site:	312°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	24°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Palo Alto , CA	Type of Flight Plan Filed:	None
Destination:	Reno, NV (RNO)	Type of Clearance:	VFR flight following
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	PALO ALTO PAO	Runway Surface Type:	
Airport Elevation:	6 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:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	37.457391,-122.10347(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Jose Fierro; FAA; San Jose, CA
Original Publish Date:	February 18, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=103850

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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](#).