



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|--------------------|
| Location: | Lancaster, Ohio | Accident Number: | CEN21LA457 |
| Date & Time: | September 24, 2021, 13:07 Local | Registration: | N85RR |
| Aircraft: | Beech 95-B55 (T42A) | Aircraft Damage: | Substantial |
| Defining Event: | Fuel starvation | Injuries: | 1 Serious, 1 Minor |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot and passenger departed on a flight to add fuel to the airplane’s fuel tanks. The airplane was originally manufactured with 2 main fuel tanks and 2 auxiliary fuel tanks. A modification installed 2 additional wingtip tanks that fed into the main tanks via transfer pumps. When in cruise flight, the pilot selected the main fuel tanks and turned on the wingtip tank transfer pumps. However, one light indicating that the pump was operating did not illuminate. The pilot reselected the auxiliary tanks and decided to return to his home airport.

The pilot entered the airport traffic pattern and he selected the main fuel tanks but noted that “not much fuel [was] showing in the left main tank.” Due to traffic already in the pattern, the pilot had to perform additional maneuvering to remain clear and then reestablish a final approach. On short final, the pilot determined that the landing was assured and selected full flaps. Shortly after, the left engine stopped producing power. The pilot knew the airplane would not make the runway with the landing gear and flaps down. He performed an off-field landing resulting in substantial damage to the fuselage, elevators, and wings. The pilot informed a Federal Aviation Administration inspector that the reason for the loss of engine power was due to fuel mismanagement.

Probable Cause and Findings

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

The loss of engine power due to fuel starvation.

Findings

Aircraft

Fuel - Fluid management

Factual Information

History of Flight

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|--------------------------------|----------------------------------|
| Approach | Fuel starvation (Defining event) |
| Approach | Loss of engine power (partial) |
| Landing-flare/touchdown | Off-field or emergency landing |

Pilot Information

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|----------------------------------|---------------------------------------|--|------------------|
| Certificate: | Airline transport; Commercial | Age: | 67, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | Class 2 | Last FAA Medical Exam: | January 20, 2021 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | (Estimated) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Beech | Registration: | N85RR |
| Model/Series: | 95-B55 (T42A) | Aircraft Category: | Airplane |
| Year of Manufacture: | 1970 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | TC-1365 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 2 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | Continental |
| ELT: | | Engine Model/Series: | IO-550E |
| Registered Owner: | TW AIR LLC | Rated Power: | 300 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KLHQ, 869 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 12:53 Local | Direction from Accident Site: | 333° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 10 knots / | Turbulence Type Forecast/Actual: | None / |
| Wind Direction: | 260° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.11 inches Hg | Temperature/Dew Point: | 21°C / 7°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Lancaster, OH | Type of Flight Plan Filed: | None |
| Destination: | Lancaster, OH | Type of Clearance: | None |
| Departure Time: | | Type of Airspace: | Class E |

Airport Information

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|-----------------------------|----------------------|----------------------------------|-----------------|
| Airport: | FAIRFIELD COUNTY LHQ | Runway Surface Type: | Asphalt |
| Airport Elevation: | 868 ft msl | Runway Surface Condition: | |
| Runway Used: | 28 | IFR Approach: | None |
| Runway Length/Width: | 5004 ft / 75 ft | VFR Approach/Landing: | Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------------------|-----------------------------|---------------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 Serious | Aircraft Fire: | None |
| Ground Injuries: | | Aircraft Explosion: | None |
| Total Injuries: | 1 Serious, 1 Minor | Latitude, Longitude: | 39.751822,-82.654257(est) |

Administrative Information

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| Investigator In Charge (IIC): | Aguilera, Jason |
| Additional Participating Persons: | David Schlupe; FAA FSDO; Columbus, OH |
| Original Publish Date: | March 25, 2022 |
| Last Revision Date: | |
| Investigation Class: | Class 4 |
| Note: | The NTSB did not travel to the scene of this accident. |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=103975 |

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](#).