



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Elk Grove Village, Illinois	Accident Number:	CEN23LA406
Date & Time:	September 8, 2023, 18:41 Local	Registration:	N220KW
Aircraft:	Beech B200	Aircraft Damage:	Substantial
Defining Event:	Fuel exhaustion	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The pilot reported that he had completed a charter flight and departed to pick up new passengers at an airport about 200 nautical miles away. While on approach to the destination airport, the previous passengers notified the pilot that they were ready to be picked up, so the pilot did not land and turned the airplane back toward the departure airport. The pilot climbed to 10,000 ft and noticed the airplane's fuel burn was high, so he climbed to 16,000 ft. The pilot reported that "everything was routine until about a 3-mile final" to the runway, when the controller asked the pilot to slow to a final approach speed. An airplane was still on the runway, so the controller told the pilot to go around. The pilot told controllers twice that he had minimum fuel available.

The pilot continued on a visual approach for the same runway when the right engine lost power followed by the left engine. He feathered both propellers and made a forced landing to a wooded area. The airplane sustained substantial damage to the fuselage, both wings, and the empennage. The pilot reported that there were no preimpact mechanical malfunctions or failures that would have precluded normal operation. The pilot later stated that he was "trying to do too much with too little" fuel and the accident was a result of poor fuel management. Although the controller directed the pilot to go around, the pilot should have recognized the criticality of the minimum fuel situation and landed the airplane.

Probable Cause and Findings

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

The pilot's improper fuel planning, that resulted in a total loss of engine power due to fuel exhaustion, and a subsequent forced landing. Also causal was the pilot's decision to go around with minimum fuel.

Findings

Aircraft	Fuel - Fluid management
Aircraft	Fuel - Fluid level
Personnel issues	Decision making/judgment - Pilot

Factual Information

History of Flight

Approach	Fuel exhaustion (Defining event)
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Pilot Information

Certificate:	Commercial; Flight engineer	Age:	36,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	October 22, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 21, 2023
Flight Time:	3394 hours (Total, all aircraft), 156.4 hours (Total, this make and model), 3252 hours (Pilot In Command, all aircraft), 32.7 hours (Last 90 days, all aircraft), 17.1 hours (Last 30 days, all aircraft), 1.7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N220KW
Model/Series:	B200	Aircraft Category:	Airplane
Year of Manufacture:	1983	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	BB-1120
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	January 11, 2023 Condition	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	9817 Hrs as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed	Engine Model/Series:	PT6A-42
Registered Owner:	AIRSELECT LLC	Rated Power:	850 Horsepower
Operator:	Onyx Flight, Inc	Operating Certificate(s) Held:	Commuter air carrier (135)
Operator Does Business As:	AirChoice	Operator Designator Code:	A6YA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KORD,674 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	18:51 Local	Direction from Accident Site:	127°
Lowest Cloud Condition:	Few / 2100 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 4400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	18°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chicago, IL (ORD)	Type of Flight Plan Filed:	IFR
Destination:	Chicago, IL (ORD)	Type of Clearance:	IFR
Departure Time:	16:15 Local	Type of Airspace:	Class B

Airport Information

Airport:	CHICAGO O'HARE INTL ORD	Runway Surface Type:	Concrete
Airport Elevation:	680 ft msl	Runway Surface Condition:	Dry
Runway Used:	9L	IFR Approach:	None
Runway Length/Width:	7500 ft / 150 ft	VFR Approach/Landing:	Go around;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	42.038956,-88.006186(est)

Administrative Information

Investigator In Charge (IIC):	Lindberg, Joshua
Additional Participating Persons:	Scott Lambrecht; Federal Aviation Administration; Chicago , IL
Original Publish Date:	October 17, 2023
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=193042

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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](#).