



# Aviation Investigation Final Report

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

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## 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**

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

## Factual Information

### History of Flight

<b>Approach</b>	Fuel exhaustion (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial; Flight engineer	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	October 22, 2022
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	August 21, 2023
<b>Flight Time:</b>	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

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

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KORD,674 ft msl	<b>Distance from Accident Site:</b>	4 Nautical Miles
<b>Observation Time:</b>	18:51 Local	<b>Direction from Accident Site:</b>	127°
<b>Lowest Cloud Condition:</b>	Few / 2100 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 4400 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	20°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.1 inches Hg	<b>Temperature/Dew Point:</b>	18°C / 13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Chicago, IL (ORD)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Chicago, IL (ORD)	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	16:15 Local	<b>Type of Airspace:</b>	Class B

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lindberg, Joshua
<b>Additional Participating Persons:</b>	Scott Lambrecht; Federal Aviation Administration; Chicago , IL
<b>Original Publish Date:</b>	October 17, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=193042">https://data.ntsb.gov/Docket?ProjectID=193042</a>

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](#).