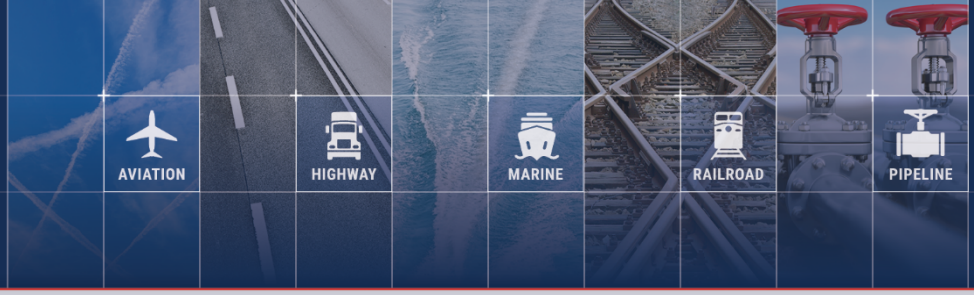

Aviation Investigation Final Report

Location:	Cypress, Texas	**Accident Number:**	CEN12LA169
Date & Time:	February 23, 2012, 18:59 Local	**Registration:**	N99EZ
Aircraft:	Beech 58	**Aircraft Damage:**	Substantial
Defining Event:	Fuel exhaustion	**Injuries:**	1 Serious, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was performing an instrument approach to his destination airport. After the airplane descended beneath the clouds on the approach, both engines experienced a total loss of power. Examination of the airplane revealed that there was no usable fuel aboard.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper preflight planning/preparation and in-flight fuel management, which resulted in a total loss of engine power due to fuel exhaustion during the approach to the destination airport.

Findings

Aircraft	Fuel - Fluid management
Aircraft	Fuel - Fluid level
Personnel issues	Fuel planning - Pilot

Factual Information

History of Flight

Approach	Fuel exhaustion (Defining event)
Approach	Loss of engine power (total)
Emergency descent	Collision with terr/obj (non-CFIT)

On February 23, 2012, about 1859 central standard time, a Beech 58, N99EZ, experienced a total loss of engine power on both engines during a visual approach to West Houston Airport (IWS), Houston, Texas. The pilot subsequently made a forced landing about 7 miles northwest of IWS and near Cypress, Texas. The commercial pilot sustained serious injuries and the passenger was uninjured. The airplane sustained substantial damage to the wing. The airplane was registered to United Aviation Associates LLC and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Night marginal visual meteorological conditions prevailed and a flight plan had not been filed for the flight that originated from Vicksburg Municipal Airport, Vicksburg, Mississippi, and was destined for IWS.

A National Transportation Safety Board Pilot/Operator Aircraft Accident/Incident Report, Form 6120.1, was not received from the pilot.

According to the Federal Aviation Administration inspector, the pilot requested and received a local instrument flight rules clearance to IWS. The pilot received radar vectors for a global positioning system runway 15 approach. The pilot then requested and was issued a visual approach clearance. The cloud height became lower, and the pilot began to descend. Air traffic control warned the pilot that they received a low altitude alert, which was then followed by the right engine running rough. The pilot turned on the fuel pump and the engine began to run smooth. The pilot thought that the engine driven fuel pump had failed. Both engines then experienced a total loss of engine power and the pilot attempted a forced landing to a baseball field. There were children on the field and the pilot attempted to land on a road next to the field. The airplane touched down on a school playground and the landing gear collapsed. The airplane slid for about 100 feet and struck a telephone pole tearing the wing near the engine cowling. There was no evidence of usable fuel present in the airplane fuel tanks.

Pilot Information

Certificate:	Commercial; Flight instructor	**Age:**	
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	**Toxicology Performed:**	No
Medical Certification:	Class 2	**Last FAA Medical Exam:**	January 30, 2013
Occupational Pilot:		**Last Flight Review or Equivalent:**	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N99EZ
Model/Series:	58 NO SERIES	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	TH-725
Landing Gear Type:	Tricycle	**Seats:**	
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 520
Registered Owner:	United Aviation Associates LLC	**Rated Power:**	
Operator:	Pilot	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Night
Observation Facility, Elevation:	TME,166 ft msl	**Distance from Accident Site:**	12 Nautical Miles
Observation Time:	18:55 Local	**Direction from Accident Site:**	270°
Lowest Cloud Condition:	Clear	**Visibility**	4 miles
Lowest Ceiling:	Overcast / 1000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	22 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	170°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.6 inches Hg	**Temperature/Dew Point:**	22°C / 21°C
Precipitation and Obscuration:	Moderate - None - Mist		
Departure Point:	Vicksburg, MS (VKS)	**Type of Flight Plan Filed:**	None
Destination:	Houston, TX (IWS)	**Type of Clearance:**	IFR
Departure Time:		**Type of Airspace:**	

Airport Information

Airport:	West Houston Airport IWS	**Runway Surface Type:**	
Airport Elevation:	315 ft msl	**Runway Surface Condition:**	
Runway Used:		**IFR Approach:**	Global positioning system;Visual
Runway Length/Width:		**VFR Approach/Landing:**	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Serious, 1 None	**Latitude, Longitude:**	29.95977,-95.689437(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Peter Brandon; Federal Aviation Administration; Houston, TX
Original Publish Date:	August 13, 2013
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=82963