



Aviation Investigation Final Report

Location:	Ingalls, Indiana	Accident Number:	CEN13CA250
Date & Time:	May 1, 2013, 08:30 Local	Registration:	N1568Y
Aircraft:	Beech A36	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot departed on a 1 hour 50 minute cross country flight with about 30 gallons of fuel in each wing tank (about 27 gallons usable fuel per side). The flight was uneventful until the pilot started a descent from 8,000 feet to 3,000 feet; the engine then made "two pops" and "quit." The pilot said the engine didn't run rough; "it just stopped." He made several attempts to restart the engine but was unsuccessful. The pilot declared an emergency and landed in a field. Upon landing, the nose gear dug into the dirt and separated from the airplane. The right wing rear spar fractured during the landing; however, both wing fuel tanks were undamaged. About 1 quart of fuel was drained from the left wing tank, and the right wing tank contained about 30 gallons of fuel. The pilot could not recall where the fuel selector was positioned at the time of the power loss. Examination of the engine and fuel system revealed no mechanical anomalies that would have precluded normal operation. It is likely that the pilot was feeding fuel to the engine from the left wing tank and did not switch to the right wing tank before the engine lost power or during the attempted restart.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper fuel management, which resulted in a loss of engine power due to fuel starvation.

Findings

Personnel issues

Fuel planning - Pilot

Aircraft

Fuel - Fluid management

Factual Information

History of Flight

Enroute-descent	Loss of engine power (total) (Defining event)
Enroute-descent	Fuel starvation
Emergency descent	Loss of engine power (total)

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-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:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	February 25, 2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 11, 2012
Flight Time:	382 hours (Total, all aircraft), 232 hours (Total, this make and model), 2 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N1568Y
Model/Series:	A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E-2646
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	October 10, 2012 Annual	Certified Max Gross Wt.:	3650 lbs
Time Since Last Inspection:	16.7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3690 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	IO-550 SERIES
Registered Owner:	WV AVIATION LLC	Rated Power:	300 Horsepower
Operator:	WV AVIATION LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KAID,919 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	08:53 Local	Direction from Accident Site:	40°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.17 inches Hg	Temperature/Dew Point:	18°C / 13°C
Precipitation and Obscuration:			
Departure Point:	Clarksburg, WV (CKB)	Type of Flight Plan Filed:	IFR
Destination:	Indianapolis, IN (UMP)	Type of Clearance:	IFR
Departure Time:	07:00 Local	Type of Airspace:	

Airport Information

Airport:	None	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.953334,-85.786666

Administrative Information

Investigator In Charge (IIC):	Yeager, Leah
Additional Participating Persons:	Christina Rachfalski; FAA/FSDO; Indianapolis, IN
Original Publish Date:	July 23, 2013
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=86784

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