



Aviation Investigation Final Report

Location:	Jasper, Texas	Accident Number:	GAA16CA020
Date & Time:	October 6, 2015, 02:18 Local	Registration:	N4151Q
Aircraft:	Beech A36	Aircraft Damage:	Substantial
Defining Event:	Fuel exhaustion	Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during a night cross county flight, the first airport he landed at did not have fuel. He departed the airport for another airport that did have fuel. While en route, he stated that "the engine spluttered and failed to restart even after switching tanks and trying all emergency check list procedures." The pilot ditched the airplane in a lake; the occupants egressed from the airplane, and swam to shore without further incident. Upon recovery from the lake, the airplane had substantial damage to the fuselage.

The assigned Federal Aviation Administration aviation safety inspector reported that when the airplane recovery personnel examined the airplane after the recovery from the lake, only one fuel tank had fuel located inside, approximately one quart.

The pilot reported there were no pre-impact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

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, which resulted in fuel exhaustion and ditching the airplane in a lake.

Findings

Personnel issues	Fuel planning - Pilot
Aircraft	Fuel - Fluid level
Environmental issues	Water - Contributed to outcome

Factual Information

History of Flight

Prior to flight	Preflight or dispatch event
Enroute-cruise	Fuel exhaustion (Defining event)
Enroute-cruise	Attempted remediation/recovery
Emergency descent	Off-field or emergency landing
Emergency descent	Ditching

Pilot Information

Certificate:	Private	Age:	27, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 1, 2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 1, 2014
Flight Time:	(Estimated) 487.2 hours (Total, all aircraft), 13.3 hours (Total, this make and model), 418.7 hours (Pilot In Command, all aircraft), 68.3 hours (Last 90 days, all aircraft), 34.7 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N4151Q
Model/Series:	A36 UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:	1992	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E-2679
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 20, 2014 Annual	Certified Max Gross Wt.:	3651 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental Motors
ELT:	Installed, not activated	Engine Model/Series:	IO-550B15B
Registered Owner:	PACIFIC AIR CENTER LLC	Rated Power:	300 Horsepower
Operator:	PACIFIC AIR CENTER LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KJAS,213 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	07:15 Local	Direction from Accident Site:	66°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	18°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	EL PASO, TX (ELP)	Type of Flight Plan Filed:	None
Destination:	JASPER, TX (JAS)	Type of Clearance:	VFR flight following
Departure Time:	23:00 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	30.828887,-94.184448(est)

Administrative Information

Investigator In Charge (IIC):	Hodges, Michael
Additional Participating Persons:	Justin Kelly; FAA Houston FSDO ; Houston, TX
Original Publish Date:	December 17, 2015
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=92204

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