Aviation Investigation Final Report

Location:	Clewiston, Florida	**Accident Number:**	ERA19LA136
Date & Time:	March 25, 2019, 12:10 Local	**Registration:**	N323MT
Aircraft:	Beech 95B55	**Aircraft Damage:**	Substantial
Defining Event:	Fuel starvation	**Injuries:**	1 Serious, 1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot departed on a cross-country flight with the fuel selectors set to the main fuel tanks. Upon reaching a cruise altitude of 6,000 ft, the left engine lost total power. The pilot tried to restart the engine but was unsuccessful. Shortly thereafter, the right engine lost total power. The pilot reported that he did not use the emergency checklist or switch the fuel selector to another tank, as he was too busy trying to restart the engines. The pilot conducted a forced landing to a field, during which the airplane impacted an irrigation ditch, resulting in substantial damage.

The fuel selector was found set to the main fuel tanks, which were devoid of fuel. However, measurable fuel was found in the remaining two auxiliary tanks. Examination of the engine and fuel system revealed no evidence of any preaccident mechanical malfunctions or failures that would have precluded normal operation.

Given the available evidence, it is likely that the loss of engine power was due to the pilot's mismanagement of the available fuel, which resulted in fuel starvation. It is also likely that, had the pilot completed the emergency checklist for a loss of engine power/engine restart, fuel flow and engine power would have been restored.

Probable Cause and Findings

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

The pilot's mismanagement of the available fuel, which resulted in a total loss of engine power due to fuel starvation. Contributing to the accident was the pilot’s failure to perform the appropriate emergency checklists following the loss of engine power.

Findings

Personnel issues	Use of equip/system - Pilot
Aircraft	Fuel - Fluid management
Personnel issues	Use of checklist - Pilot

Factual Information

History of Flight

Enroute	Fuel related
Enroute	Fuel starvation (Defining event)
Emergency descent	Off-field or emergency landing
After landing	Collision with terr/obj (non-CFIT)

On March 25, 2019, about 1210 eastern daylight time, a Beech 95B55, N323MT, was substantially damaged when it was involved in an accident near Clewiston, Florida. The pilot sustained minor injuries, one passenger was seriously injured, and a second passenger was uninjured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot stated that he ordered 30 gallons (15 gallons per side) of fuel to be placed in the airplane's auxiliary fuel tanks the night before the accident. On the day of the accident, the pilot performed a preflight inspection of the airplane before starting the engines and taxiing to the active runway, but he did not visually verify that there was fuel in the tanks. The pilot took off with the fuel selector positioned to the main fuel tanks and climbed to 6,000 ft mean sea level (msl) for the estimated 1 hour and 10-minute flight. Shortly after leveling off, the left engine lost total power. He tried to restart the engine, but was unsuccessful, and he contacted air traffic control to request vectors to the nearest airport.

Within 5 minutes of the left engine losing power, the right engine lost power. He tried restarting the right engine multiple times while feathering and securing the left engine. The pilot stated he could see the airport ahead, but did not feel he had enough altitude to glide to the runway and selected a field for a forced landing. During landing, the airplane impacted an irrigation ditch, substantially damaging the right wing and fuselage. Throughout the flight, the pilot did not attempt to move the fuel selectors from the main fuel tank position. In addition, he stated he did not use a checklist while performing the engine shutdown, since he was working to secure the engines.

A Federal Aviation Administration inspector examined the airplane and found that both main fuel tanks were absent of fuel. Both auxiliary fuel tanks contained fuel; however, the specific quantity was not determined. In addition, both fuel selector valves were positioned to the main fuel tanks. A fuel receipt confirmed that the auxiliary tanks had each been serviced with 15 gallons of fuel on the day before the accident. The amount of fuel in the airplane’s main fuel tanks at the time of takeoff could not be determined.

An examination of both engines revealed no anomalies that would have precluded normal operation.

Pilot Information

Certificate:	Commercial; Flight instructor	**Age:**	40,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 single-engine	**Toxicology Performed:**	No
Medical Certification:	Class 1 Without waivers/limitations	**Last FAA Medical Exam:**	January 22, 2019
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	July 27, 2018
Flight Time:	905 hours (Total, all aircraft), 40 hours (Total, this make and model), 615 hours (Pilot In Command, all aircraft), 67 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		**Age:**	Male
Airplane Rating(s):		**Seat Occupied:**	Right
Other Aircraft Rating(s):		**Restraint Used:**	Lap only
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:**	Lap only
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:**	N323MT
Model/Series:	95B55	**Aircraft Category:**	Airplane
Year of Manufacture:	1969	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	TC-1256
Landing Gear Type:	Retractable - Tricycle	**Seats:**	6
Date/Type of Last Inspection:	December 1, 2018 Annual	**Certified Max Gross Wt.:**	5100 lbs
Time Since Last Inspection:		**Engines:**	2 Reciprocating
Airframe Total Time:	2400 Hrs at time of accident	**Engine Manufacturer:**	Continental
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	IO-470-L-19
Registered Owner:	On file	**Rated Power:**	260 Horsepower
Operator:	On file	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	APF,9 ft msl	**Distance from Accident Site:**	46 Nautical Miles
Observation Time:	11:53 Local	**Direction from Accident Site:**	257°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	5 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	50°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.12 inches Hg	**Temperature/Dew Point:**	27°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fort Lauderdale, FL (FXE)	**Type of Flight Plan Filed:**	IFR
Destination:	St Petersburg-Clearwater, FL (PIE)	**Type of Clearance:**	IFR
Departure Time:	11:45 Local	**Type of Airspace:**	

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 Serious, 1 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Serious, 1 Minor, 1 None	**Latitude, Longitude:**	26.32361,-80.943336(est)

Administrative Information

Investigator In Charge (IIC):	Wentz, Peter
Additional Participating Persons:	Conner McCauley; FAA-FSDO; Miramar, FL Kurt Gibson; Continental Aerospace Technologies; Mobile, AL
Original Publish Date:	January 20, 2022
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=99170