



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | Wheeling, IL | Accident Number: | CEN13CA373 |
| Date & Time: | 06/25/2013, 2030 CDT | Registration: | N92JR |
| Aircraft: | BEECH 200 | Aircraft Damage: | Substantial |
| Defining Event: | Fuel exhaustion | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Positioning | | |

Analysis

Before departure, the pilot performed fuel calculations and determined that he had enough fuel to fly to the intended destination. While enroute the pilot flew around thunderstorms. On arrival at his destination, the pilot executed the instrument landing system approach for runway 16. While on short final the right engine experienced a total loss of power. The pilot switched the fuel flow from the right tank to the left tank. The left engine then experienced a total loss of power and the pilot made an emergency landing on a road. The airplane received substantial damage to the wings and fuselage when it struck a tree. A postaccident examination revealed only a few gallons of unusable fuel in the left fuel tank. The right fuel tank was breached during the accident sequence but no fuel smell was noticed. The pilot performed another fuel calculation after the accident and determined that there were actually 170 gallons of fuel onboard, not 230 gallons like he originally figured. He reported no preaccident mechanical malfunctions that would have precluded normal operation and determined that he exhausted his entire fuel supply.

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 and management, which resulted in a loss of engine power due to fuel exhaustion.

Findings

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|-------------------------|---------------------------------|
| Aircraft | Fuel - Fluid management (Cause) |
| Personnel issues | Fuel planning - Pilot (Cause) |

Factual Information

History of Flight

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| Approach-IFR final approach | Collision with terr/obj (non-CFIT) Fuel exhaustion (Defining event) |
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Pilot Information

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|---------------------------|---|-----------------------------------|----------------------------|
| Certificate: | Commercial | Age: | 57, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 With Waivers/Limitations | Last Medical Exam: | 07/27/2012 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | 05/23/2012 |
| Flight Time: | 7125 hours (Total, all aircraft), 572 hours (Total, this make and model), 89 hours (Last 90 days, all aircraft), 47 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|--------------------------|------------------------------------|-----------------|
| Aircraft Manufacturer: | BEECH | Registration: | N92JR |
| Model/Series: | 200 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | BB-751 |
| Landing Gear Type: | Tricycle | Seats: | 10 |
| Date/Type of Last Inspection: | 01/16/2013, AAIP | Certified Max Gross Wt.: | 12499 lbs |
| Time Since Last Inspection: | | Engines: | 2 Turbo Prop |
| Airframe Total Time: | 6709 Hours | Engine Manufacturer: | Pratt & Whitney |
| ELT: | Installed, not activated | Engine Model/Series: | PT6A-41 |
| Registered Owner: | TENNAIR LLC | Rated Power: | 850 hp |
| Operator: | TENNAIR LLC | Air Carrier Operating Certificate: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|----------------------------------|----------------------------------|-------------------------------|---------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Dusk |
| Observation Facility, Elevation: | PWK, 647 ft msl | Observation Time: | 2009 CDT |
| Distance from Accident Site: | 0 Nautical Miles | Direction from Accident Site: | |
| Lowest Cloud Condition: | Scattered / 3500 ft agl | Temperature/Dew Point: | 24° C / 21° C |
| Lowest Ceiling: | None | Visibility | 9 Miles |
| Wind Speed/Gusts, Direction: | Calm | Visibility (RVR): | |
| Altimeter Setting: | 29.83 inches Hg | Visibility (RVV): | |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Springfield, TN (M91) | Type of Flight Plan Filed: | IFR |
| Destination: | Wheeling, IL (PWK) | Type of Clearance: | IFR |
| Departure Time: | 1840 CDT | Type of Airspace: | |

Airport Information

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|----------------------|----------------------------------|---------------------------|---------|
| Airport: | Chicago Executive Airport (KPWK) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 647 ft | Runway Surface Condition: | Wet |
| Runway Used: | 16 | IFR Approach: | ILS |
| Runway Length/Width: | 5001 ft / 150 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|---------------------|--------|----------------------|-----------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | 42.114444, -87.901389 (est) |

Administrative Information

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| Investigator In Charge (IIC): | Joshua D Lindberg | Adopted Date: | 08/13/2013 |
| Additional Participating Persons: | Kevin Raymond; Federal Aviation Administration; West Chicago, IL | | |
| Publish Date: | 08/13/2013 | | |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. | | |
| Investigation Docket: | http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=87306 | | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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