



National Transportation Safety Board Aviation Accident Final Report

Location:	Abilene, TX	Accident Number:	CEN13CA162
Date & Time:	02/14/2013, 1020 CST	Registration:	N7466D
Aircraft:	BEECH A60	Aircraft Damage:	Substantial
Defining Event:	Fuel exhaustion	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The pilot reported that he had added fuel at the previous fuel stop and that he was using a fuel totalizer to determine the quantity of fuel onboard. After climbing to a cruise altitude of 14,000 feet above ground level, he discovered that the fuel mixture control was frozen and that he was unable to lean the mixture to a lower fuel flow setting. The pilot reported that because of the increased fuel consumption, he briefly considered an en route stop for additional fuel but decided to continue. During descent, the airplane experienced a complete loss of power in both engines, and the pilot made an emergency off-field, gear-up landing about 7 miles from the destination. The airplane impacted terrain and thick scrub trees, which resulted in substantial damage to both wings, both engine mounts, and the fuselage. A postaccident examination found that only a trace of fuel remained. The pilot also reported that there was no mechanical malfunction or failure and that his inadequate fuel management was partly because he had become overconfident in his abilities after 50 years of flying.

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 exhaustion.

Findings

Aircraft	Fuel - Fluid level (Cause) Fluids/misc hardware - Fluid management (Cause)
Personnel issues	Complacency - Pilot Fuel planning - Pilot (Cause)

Factual Information

History of Flight

Prior to flight	Miscellaneous/other
Enroute-cruise	Fuel exhaustion (Defining event)
Emergency descent	Off-field or emergency landing Collision with terr/obj (non-CFIT)
Other	Dragged wing/rotor/float/other

Pilot Information

Certificate:	Private	Age:	75, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	02/16/2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	12/28/2012
Flight Time:	(Estimated) 7500 hours (Total, all aircraft), 800 hours (Total, this make and model), 7500 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N7466D
Model/Series:	A60	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	P-139
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	11/01/2012, Annual	Certified Max Gross Wt.:	6775 lbs
Time Since Last Inspection:	30 Hours	Engines:	2 Reciprocating
Airframe Total Time:	3725 Hours at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C91A installed, not activated	Engine Model/Series:	TIO-541 SER
Registered Owner:	LEROY BELL	Rated Power:	310 hp
Operator:	FRANK LEROY BELL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KABI, 1790 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	1052 CST	Direction from Accident Site:	210°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	11° C / -4° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fort Smith, AR (FSM)	Type of Flight Plan Filed:	IFR
Destination:	Abilene, TX (ABI)	Type of Clearance:	IFR
Departure Time:	0830 CST	Type of Airspace:	

Wreckage and Impact Information

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:	32.508611, -99.607222 (est)

Administrative Information

Investigator In Charge (IIC):	Thomas Latson	Report Date:	05/09/2013
Additional Participating Persons:	Arturo Castillo; FAA Lubbock FSDO; Lubbock, TX		
Publish Date:	05/09/2013		
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=86224		

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