



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Pomona, California	<b>Accident Number:</b>	WPR17LA070
<b>Date &amp; Time:</b>	February 15, 2017, 18:34 Local	<b>Registration:</b>	N222EN
<b>Aircraft:</b>	Beech F33A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was on a cross-country flight with no discrepancies noted during the flight. When the flight arrived near the destination airport, the engine quit. The pilot attempted to troubleshoot the engine, but it did not restart. He diverted to an alternate nearby airport but had to perform an emergency off-airport landing. The pilot set up for landing, but because of the darkness he was not able to see exactly where to land. During the landing, the airplane struck a fence and seating area. The pilot reported approximately 40-45 gallons of fuel onboard at the time of the accident. The airplane sustained substantial damage to the wings and tail section of the airplane.

An engine examination and engine ground run were performed, with no mechanical anomalies that would have precluded normal operation or production of horsepower.

## Probable Cause and Findings

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

The total loss of engine power for reasons that could not be determined because postaccident examination of the engine revealed no mechanical malfunctions or failures that would have precluded normal operation.

## Findings

Aircraft	(general) - Unknown/Not determined
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## Factual Information

### History of Flight

<b>Enroute-cruise</b>	Loss of engine power (total) (Defining event)
<b>Emergency descent</b>	Collision with terr/obj (non-CFIT)

On February 15, 2017, about 1834 Pacific standard time, a Beechcraft F33A, N222EN, was substantially damaged when it was involved in an accident near Pomona, California. The pilot received minor injuries and the passenger was not injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal cross-country flight.

The pilot reported that he was on a cross-country flight from Selma Airport (0Q4), Selma, California, to Cable Airport (CCB), Upland, California. During cruise flight, the engine lost power and the pilot made an emergency landing to the Pomona Fairplex Fairgrounds, Pomona. The pilot reported that he had filed a visual flight rules (CFR) flight plan. He estimated that he had 40-45 gallons of fuel on board the airplane at the time of the forced landing.

According to the pilot's written statement, about 10 miles from his destination the Southern California (SoCal) approach controller terminated radar services with the pilot. Up to that point, and a little beyond, the flight had been uneventful. The pilot reported that close to the north boundary for Brackett Field Airport (POC), Laverne, California, Class D airspace, the engine without warning "stumbled, shuddered, and stopped making power." The pilot attempted to troubleshoot the engine without success. He further stated that he noticed a drop in manifold pressure, but the engine didn't completely quit.

He then decided to divert to POC and set up for an emergency landing. The pilot radioed his intent and the POC controller cleared him to land. The pilot knew there was a drag strip and parking lot close to POC, and as he approached the airport, he realized he wasn't going to make the runway. He set up to land off airport at the fairgrounds; he lowered the landing gear and because of the darkness he couldn't see exactly where to land. The airplane struck a fence and a seating area. The main landing gear was sheared off and the right-wing leading edge was damaged. After he exited the airplane, he reported a fuel leak.

An engine examination and engine test run were performed with no mechanical anomalies that would have precluded normal operation and production of horsepower. The engine remained attached to the airframe and the three-bladed propeller remained attached at to the propeller hub and engine. The left side of the engine induction and exhaust systems exhibited impact damage. The mixture control vapor return fitting had broken. The top spark plugs were removed and exhibited normal operating signatures. The cylinders were borescoped with no anomalies noted. The fuel pump was removed, and the drive manually rotated with no binding; the drive coupling was intact.

To facilitate the engine-run, the left side induction system was replaced, and the left side exhaust was removed. The fuel pump and spark plugs were reinstalled and the broken fitting for the mixture control was replaced. The engine and airframe were secured for the engine run and an external fuel supply was plumbed to the airplanes fuel system at the left-wing root. After adjustments were made, the engine started normally and allowed to warm up. Once the engine had warmed up, the engine's throttle was slowly advanced to 2150 rpm. A magneto check was performed at 1200 rpm with a drop of 75 rpm noted for each magneto. Engine instruments were in the green arcs.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	February 25, 2015
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated) 1298 hours (Total, all aircraft), 414 hours (Total, this make and model), 11 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N222EN
<b>Model/Series:</b>	F33A A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1977	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	CE-744
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	December 15, 2016 Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>	11 Hrs	<b>Engines:</b>	Reciprocating
<b>Airframe Total Time:</b>	4515.8 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C91A installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-550-B4F
<b>Registered Owner:</b>		<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	POC,1013 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	17:47 Local	<b>Direction from Accident Site:</b>	250°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.07 inches Hg	<b>Temperature/Dew Point:</b>	18°C / 4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	SELMA, CA (0Q4 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	UPLAND, CA (CCB )	<b>Type of Clearance:</b>	VFR;Traffic advisory;VFR flight following
<b>Departure Time:</b>	17:22 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Pomona POC	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	1013 ft msl	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	34.066665,-117.75(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Cornejo, Tealeye		
<b>Additional Participating Persons:</b>	Jeff Plants; Federal Aviation Administration; Los Angeles, CA Chris Lang; Continental Motors Inc.; Mobile, AL		
<b>Original Publish Date:</b>	June 10, 2021	<b>Investigation Class:</b>	3
<b>Note:</b>	The NTSB did not travel to the scene of this accident.		
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=94796">https://data.nts.gov/Docket?ProjectID=94796</a>		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).