



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Waupaca, Wisconsin	Accident Number:	CEN18LA361
Date & Time:	August 31, 2018, 23:20 Local	Registration:	N10DS
Aircraft:	Beech 55	Aircraft Damage:	Substantial
Defining Event:	Fuel exhaustion	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot departed in his airplane to evade law enforcement officers and flew to an airport to refuel. Law enforcement was awaiting him at that airport, so he did not land and refuel the airplane. During approach to another airport, the airplane impacted a cornfield and the fuselage and wings sustained substantial damage. No fuel was found in the airplane; thus, the airplane experienced a total loss of engine power due to fuel exhaustion.

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 due to fuel exhaustion.

Findings

Aircraft	Fuel - Fluid level
Personnel issues	Criminal/illegal act - Pilot

Factual Information

History of Flight

Landing	Fuel exhaustion (Defining event)
Emergency descent	Off-field or emergency landing

On August 31, 2018, at 2320 central daylight time, a Beech 55 airplane, N10DS, was substantially damaged when it was involved in an accident near Waupaca, Wisconsin. The pilot was seriously injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 as a personal flight.

According to information obtained by the responding Federal Aviation Administration inspector, the pilot was involved in a domestic incident against his wife. The police pursued the pilot, who went to the Oshkosh Airport (OSH), Oshkosh, Wisconsin, and entered his own airplane. He was instructed to not take off by the tower controller but departed the airport anyway. The pilot flew to Stevens Point Municipal Airport (STE), Stevens Points, Wisconsin, to refuel the airplane, but was met by law enforcement after he landed, so he departed STE, without refueling.

During the approach to the Waupaca Municipal Airport (PCZ), Waupaca, Wisconsin, the airplane collided with terrain in a cornfield, about 1/2 to 1 mile northwest of the airport. Substantial damage was sustained to the airplane's fuselage and wings.

A postaccident examination of the airplane did not find any fuel in the fuel tanks or lines.

Pilot Information

Certificate:	Private	Age:	47,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 Unknown	Last FAA Medical Exam:	December 7, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N10DS
Model/Series:	55 95B55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC-943
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	IO-470 SER
Registered Owner:		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:	Night
Observation Facility, Elevation:	KPCZ, 826 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	23:15 Local	Direction from Accident Site:	162°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	22°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Oshkosh, WI (OSH)	Type of Flight Plan Filed:	None
Destination:	Waupaca, WI (PCZ)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	WAUPACA MUNI PCZ	Runway Surface Type:	Asphalt
Airport Elevation:	840 ft msl	Runway Surface Condition:	
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	3899 ft / 75 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	44.342777,-89.025276

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason	
Additional Participating Persons:	Connie Martin; FAA FSDO; Milwaukee, WI	
Original Publish Date:	May 5, 2021	Investigation Class: 3
Note:	The NTSB did not travel to the scene of this accident.	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98210	

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.

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](#).