



Aviation Investigation Final Report

Location:	Hilbert, Wisconsin	Accident Number:	CEN23LA133
Date & Time:	February 6, 2023, 12:00 Local	Registration:	N1074W
Aircraft:	Beech F33A	Aircraft Damage:	Substantial
Defining Event:	Fuel starvation	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during initial climb through about 5,000 ft mean sea level, the engine lost power. He attempted to restart the engine, but the attempt was unsuccessful. Unable to return to the departure airport, the pilot conducted a forced landing to a field. During the forced landing, the airplane sustained substantial damage to the forward fuselage. Postaccident examination of the airplane revealed the left fuel tank contained no usable fuel, and the right fuel tank was full of fuel. After the airplane was recovered, a functional engine test run, with the right fuel tank selected, was completed with no anomalies noted. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation. After the accident, the pilot stated that he should have a better understanding of engine restart procedures. The loss of engine power was attributed to fuel starvation.

Probable Cause and Findings

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

The pilot's inadequate fuel management, which resulted in a total loss of engine power due to fuel starvation.

Findings

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

Factual Information

History of Flight

Initial climb	Fuel starvation (Defining event)
Initial climb	Loss of engine power (total)
Emergency descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	63,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	March 18, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 28, 2022
Flight Time:	1655 hours (Total, all aircraft), 827 hours (Total, this make and model), 1587 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N1074W
Model/Series:	F33A	Aircraft Category:	Airplane
Year of Manufacture:	1973	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	CE-432
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	February 1, 2023 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	8450 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-550-B
Registered Owner:	On file	Rated Power:	300 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:	ATW	Distance from Accident Site:	15 Nautical Miles
Observation Time:	12:00 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	9 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Appleton, WI (ATW)	Type of Flight Plan Filed:	IFR
Destination:	Romeoville, IL (LOT)	Type of Clearance:	IFR
Departure Time:	11:56 Local	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	44.147447,-88.163783(est)

Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	Michael Dziengel; FAA; Milwaukee, WI
Original Publish Date:	April 20, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106885

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).