



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Bolingbrook, Illinois	Accident Number:	CEN23LA080
Date & Time:	January 10, 2023, 13:58 Local	Registration:	N9283Q
Aircraft:	Beech G33	Aircraft Damage:	Substantial
Defining Event:	Fuel starvation	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported the engine lost total power while he was on approach to his destination airport. According to the pilot, he attempted to restart the engine by switching fuel tanks, but he may have forgotten to engage the boost pump, and the restart was unsuccessful. The pilot then conducted a forced landing on a freeway, during which the right and left wings sustained substantial damage. Postaccident examination of the airplane revealed that the left fuel tank contained no usable fuel, the right fuel tank had visible but unknown quantity of fuel. After the airplane was recovered from the freeway, a functional engine test run, with the right fuel tank selected, was completed with no anomalies noted. After the accident, the pilot stated that he should have incorporated better fuel management techniques. 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

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

Factual Information

History of Flight

Approach	Fuel starvation (Defining event)
Approach	Loss of engine power (total)
Landing-flare/touchdown	Off-field or emergency landing

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor	Age:	73, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 28, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 4, 2022
Flight Time:	12000 hours (Total, all aircraft), 1000 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N9283Q
Model/Series:	G33	Aircraft Category:	Airplane
Year of Manufacture:	1971	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	CD-1259
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	September 1, 2022 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3500 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	IO-470-N
Registered Owner:	On file	Rated Power:	260
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:	KLOT, 660 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	13:45 Local	Direction from Accident Site:	197°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	Unknown / None
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	Unknown / N/A
Altimeter Setting:	29.85 inches Hg	Temperature/Dew Point:	9°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Middleton, WI (C29)	Type of Flight Plan Filed:	IFR
Destination:	Downers Grove, IL (LL22)	Type of Clearance:	IFR; VFR flight following
Departure Time:	01:10 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:	41.728044,-88.034925(est)

Administrative Information

Investigator In Charge (IIC):	Finne, Andrew
Additional Participating Persons:	Megan Zahos; FAA FSDO; Chicago, IL
Original Publish Date:	March 2, 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=106582

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).