

09/28/2021

At approximately 1045 on Friday September 24, 2021 my wife and I departed Port Columbus (KCMH) for a local pleasure flight in N85RR, a B-55 Beech Baron. Weather was good VFR with light winds. Fuel load was approximately as follows:

1. Left main tank showed between 1/3 and 1/2.
 2. Left aux. tank showed 1/3.
 3. Left tip tank full.
 4. Right main tank showed 1/2.
 5. Right aux. tank 1/2.
 6. Right tip tank approximately 2/3.
- (there is no way to know tip tank quantity except visually.)

We climbed to 7500' heading southbound. I set up for cruise....2300rpm....23inches MP....leaned to 14 gal. per hour per side. After switching to the aux. tanks for a time and then wanting to check the functionality of the tip tank transfer valves I switched back to the mains and turned on the transfer pumps. The right transfer on light illuminated, the left did not. I turned both off, then back on. Same result. After a moments consideration, I turned back north towards Columbus. We had been planning on landing at Fairfield County (KLHQ) to refuel so I started slow descent in that direction. As we descended I switched back to the aux. tanks to use that fuel.

Approaching KLHQ I called our position, switched back to the main tanks and entered a left downwind for runway 28. There was not much fuel showing in the left main tank. I lowered the gear, selected approach flaps and turned left base. Just as I was about to turn final my wife pointed out traffic turning from right base to final for 28. The pattern at KLHQ when 28 is in use is a right-hand one, however I was feeling a sense of urgency about our fuel state and entered a left-hand one. Seeing that I was too close to the traffic I flew through the final and commence a right 270 degree turn while still configured. We rolled out on final, I realized landing assured and selected full flaps. A second or two later the aircraft began yawing to the left. Even with my right foot full forward the plane was turning left. I did push the right throttle up an inch or so but knew the plane wasn't going to fly with gear and flaps down and a windmilling propeller. This process I believe began around 300 feet.

We weren't going to make the runway and were rapidly losing airspeed. As the plane continued to slowly roll left I saw a slight gap in the tree line. The last glance at the airspeed indicator showed 80 knots and slowing. I honestly can't say if I closed the right throttle or not but we hit wings level. The gear sheared off, the aircraft hit the ground hard, did a 180 degree turn to the right and stopped. I told my wife to get out, she did and I followed her. I turned the battery off but don't remember if I switched the fuel off or not. I believe the crash occurred around 1215.

Dan Roberts



09/29/21