

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN22LA059

RECORDERS

Specialist's Factual Report

December 8, 2022

TABLE OF CONTENTS

A. ACCIDENT.....	3
B. RECORDERS.....	3
C. SUMMARY.....	3
D. FACTUAL INFORMATION	5
E. DATA DESCRIPTION.....	5
F. LIST OF ATTACHMENTS	5

A. ACCIDENT

Location: Cleveland, Texas
Date: December 2, 2021
Time: 1415 central standard time
Airplane: Beech A36, N8038Z

B. RECORDERS

Specialist Joshua Lindberg
National Transportation Safety Board
Washington, DC

C. SUMMARY

Preliminary information

On December 2, 2021, about 1415 central standard time (CST), a Beech A36, N8038Z, was substantially damaged when it was involved in an accident near Cleveland, Texas. There were no injuries. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight. The pilot reported that while enroute at 6,000 ft on an instrument flight rules flight plan the airplane engine suddenly lost power. He reported that he was not in the process of changing or manipulating anything at the time of the power loss. The pilot elected to fly toward a nearby airport depicted on his GPS receiver. While gliding toward the airport, he attempted to restart the engine several times, but he could not get fuel flow back even with the fuel pump on. He attempted switching fuel tanks during this time and the airplane engine monitor showed no fuel flow despite restart attempts. During the descent the airplane went through some clouds and broke out of the clouds about 3,000 ft. The pilot realized that he would not be able to reach the airport he had selected and redirected the airplane toward a nearby highway. During the landing flare on the highway, the right wing tip struck a road sign. The airplane exited the highway and came to rest nose down in a ditch. An engine data monitor was removed from the wreckage and was relatively undamaged (see Figures 1 and 2). The device was downloaded normally using the manufacturer's software.



Figure 1. Front of JPI

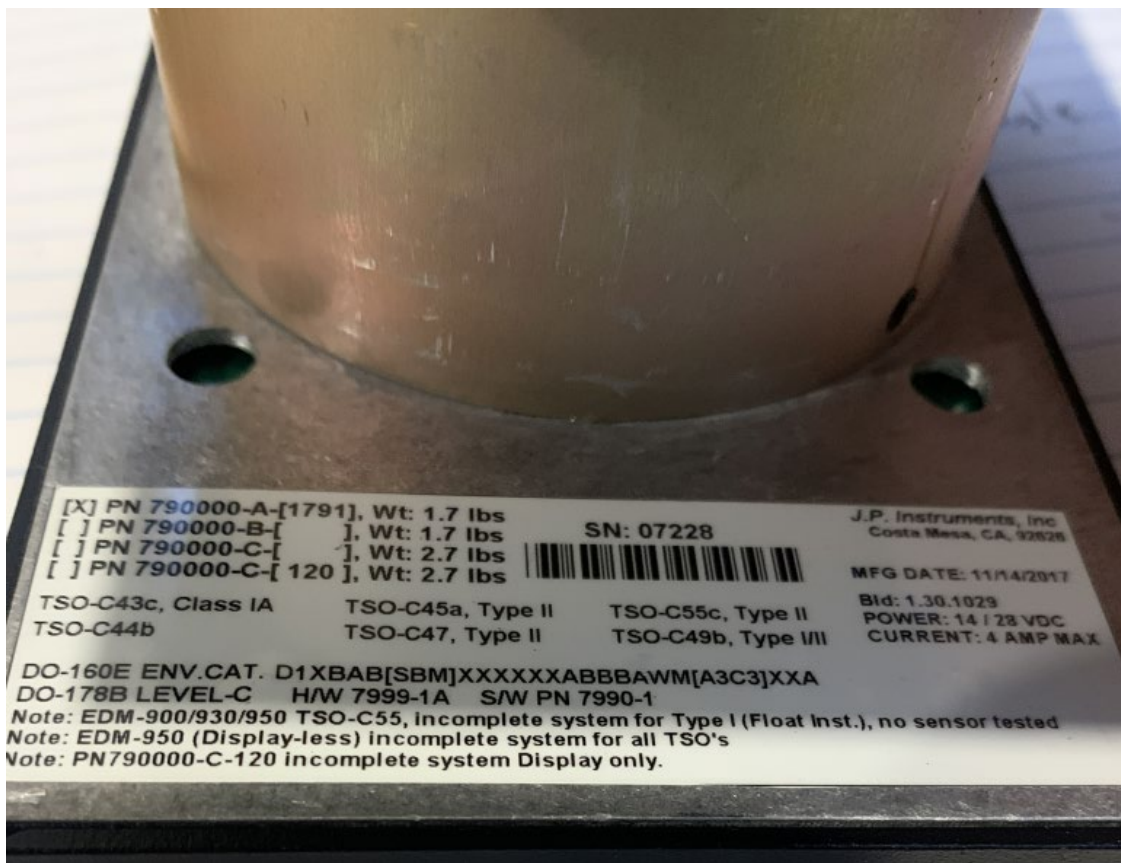


Figure 2. Back of JPI, data tag

D. FACTUAL INFORMATION

Device manufacturer: J.P. Instruments, Inc

Model Number: EDM-900

Serial Number: 07228

E. DATA DESCRIPTION

The data extracted included 67 sessions from January 1, 2021 through December 2, 2021. The device's internal clock was set 0:06:40 ahead of central standard time. The accident flight session was recorded starting 13:18:44 CST, and ending 14:21:35 CST, on December 2, 2021.

F. GRAPHS





G. LIST OF ATTACHMENTS

Attachment 1. Accident Flight Tabular Data

Submitted by:

Joshua Lindberg
Aviation Accident Investigator