



SUMMARY for RECORD

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Air Safety Investigator
Eastern Region Aviation

Date: January 16, 2020
Persons Contacted: David Shanahan and Brad Cossin, FAA
Inspectors

This investigator corresponded with Mr. Shanahan and Mr. Cossin by telephone and email, they reported the following:

- The accident was reported to the pilot's insurance October 3, and reported to the NTSB and FAA on December 10.
- On December 10, Mr. Cossin visited the airport and documented the ground scars in the grassy area between the runway and the ramp. There were gouge marks from the left engine and propeller strikes from the right engine. He visually checked the fuel in the left tank and could not see any fuel present.
- The following describes the aircraft condition: 12/19/19
 - The fuel selectors were both on the main tanks. Left and Right.
 - Fuel was drained from the left wing. The aux tank produced 2 gallons and the main tank produced 4.6 gallons of which 3.5 gallons are unusable.
 - The fuel gauge (digital) indicated a total of seven gallons in the left wing.
 - The upper, lower and nose cowls were removed from the aircraft to facilitate our inspection.
 - The cowl flap was disconnected from the lower cowl to facilitate cowl removal.
 - The upper banks of cylinders had the spark plug wires and spark plugs removed.
 - The plugs appeared grey (proper mixture) and dry.
 - A continuity test was performed on the ignition leads for the right mag. Continuity was present. A high tension lead check was not performed.
 - A thumb compression test was performed on all cylinders with compression evident.
 - The pistons appeared normal while viewing through the spark plug holes.
 - The air filter was removed and a light test and a visible test of the air filter revealed a relatively new filter.
 - The main fuel feed line was disconnected from the firewall and 1 ounce of fuel was collected. The fuel was placed in a glass container and appeared clean without

contamination or water evident. The glass had ounce indications.

- The fuel line to the flow divider was removed and one drop was evident.
- The right magneto was rotated through the impulse coupling and exhibited a spark on all lead outputs. The left magneto was not removed from the accessory drive and it also had an impulse coupling.
- The right engine propeller indicated that power was evident as both blade tips were bent rearwards and the tips indicated scratches indicative of rotation. This matched the ground scars produced in the field.
- The left engine propeller indicated that power was not evident as the blades were bent rearward in what appears to be a torsion bend from aircraft to ground impact. Also, the scratches on the tips indicated very little rotational scoring. The same was evident on the lack of ground scars in the field.
- The left side of the fuselage exhibited compression wrinkles from the wing upper midspan curvature to the passenger windows.
- The right side of the fuselage exhibited compression wrinkles below the main entry door leading edge down to the leading edge of the right wing.
- Aft of the fiberglass nose cone a bulkhead was compressed 2 inches rearward at the 12 o'clock position. The fiberglass nose was crushed at the lower half.
- The nose gear strut curved casting was sheared off.
- The nose gear doors were damaged.
- A power cart was hooked up the airplane and the fuel gages were accurate.
- During the initial conversation with the pilot, George Long, he stated he departed 29D with an unknown quality of fuel. He flew to Greenville Municipal Airport (4G1), Greenville, Pennsylvania, a 10-minute flight, and overflew the airport looking to see if a mechanic friend was there; when he was not there the pilot flew back to 29D. While in the vicinity of 4G1 he noted he had about 1/8 of a tank of fuel in both fuel tanks. He stated he entered the traffic pattern and made left hand traffic for runway 28.
- According to airport management the aircraft came from the north following interstate 79 southbound. The aircraft made a right base to final approach, overshot the runway and landed in the grass. They also stated that fuel was purchased on October 2 with the pilot's credit card. It was charged twice at the self-service fuel pump at the airport, for 5.5 gallons at 1052, and 5.5 gallons at 1108. The inspectors were told by airport management that the pilot stated "jeez, maybe I should put more fuel in the airplane" after the accident.
- In a follow up conversation with the pilot he stated that witness's description of the flight profile was accurate, that he approached the airport in a right base, "the witness is right." He then stated the accident scared him and he intended to surrender his certificates. He also stated that he did not land at 4G1 as he had previously stated in the NTSB 6120.1 form.
- During the investigation the inspectors learned of another accident that the pilot was involved in. On July 11, 2018, the pilot and a flight instructor were discussing emergency procedures during a flight review when the pilot pulled the throttle back at 1,000 ft. They reapplied power, but it was not restored, they performed a forced landing to a field. They decided it was an accident and did not report it. Following the accident the fuel selector was on the left tank and there was no fuel in the left tank of the Beech Bonanza.