



Aviation Investigation Final Report

Location:	Somerville, Tennessee	Accident Number:	GAA20CA042
Date & Time:	October 9, 2019, 15:30 Local	Registration:	N2177W
Aircraft:	Beech 19	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, shortly after takeoff, the engine "shut down" due to the fuel selector being in the "off" position. Subsequently, he made a forced landing to a field adjacent to the runway. He moved the fuel selector to the "on" position and then initiated a soft-field takeoff. During the takeoff roll, the airplane collided with an embankment, and it momentarily ascended before landing hard and then coming to rest upright. The nose landing gear separated from the airplane, and the fuel tanks ruptured. A fire ensued, which consumed the airplane. The pilot reported that there were no preaccident failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's failure to move the fuel selector position to the "on" position before takeoff, which resulted in a total loss of engine power and necessitated a forced landing to a field shortly after takeoff, and his subsequent improper decision to take off from unsuitable terrain, which resulted in collision with an embankment and a postcrash fire.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	Sloped/uneven terrain - Effect on operation
Personnel issues	Use of equip/system - Pilot

Factual Information

History of Flight

Initial climb	Loss of engine power (total)
Initial climb	Miscellaneous/other
Takeoff	Collision during takeoff/land (Defining event)
Takeoff	Collision with terr/obj (non-CFIT)
Takeoff	Part(s) separation from AC
Post-impact	Fire/smoke (post-impact)

Pilot Information

Certificate:	Private	Age:	74, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None With waivers/limitations	Last FAA Medical Exam:	September 2, 2003
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 600 hours (Total, all aircraft), 5 hours (Total, this make and model), 600 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N2177W
Model/Series:	19 B19	Aircraft Category:	Airplane
Year of Manufacture:	1974	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	MB-694
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	August 30, 2019 Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-320-E3D
Registered Owner:	On file	Rated Power:	3203 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:	KM08,499 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	20:35 Local	Direction from Accident Site:	86°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	27°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Somerville, TN (FYE)	Type of Flight Plan Filed:	None
Destination:	Fulton, KY (1M7)	Type of Clearance:	None
Departure Time:	15:25 Local	Type of Airspace:	Class G

Airport Information

Airport:	Fayette County FYE	Runway Surface Type:	
Airport Elevation:	435 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.196666,-89.396385(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Michael

Additional Participating Persons:

Original Publish Date: May 21, 2020

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=100396>

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](#).