



Aviation Investigation Final Report

Location:	COLUMBUS, Indiana	Accident Number:	CHI86LA107
Date & Time:	March 23, 1986, 11:30 Local	Registration:	N25342
Aircraft:	NAVION H	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS PRACTICING A SHORT FIELD TAKEOFF WHEN AT 30 TO 40 FEET THE ENGINE LOST POWER AND QUIT, THE AIRCRAFT SUBSEQUENTLY LANDED HARD DAMAGING THE RIGHT LANDING GEAR BOX AND FUSELAGE BEHIND THE RIGHT WING. THE PILOT SAID HE MAY HAVE TAKEN OFF ON THE TIP TANKS BUT HE THOUGHT HE WAS ON THE MAINS. INSPECTION REVEALED THE TIP TANKS TO BE NEARLY EMPTY. THE ENGINE AND FUEL SYSTEM WERE FOUND TO BE FUNCTIONING PROPERLY WHEN TESTED. LATER THE PILOT SAID HE FOUND A SMALL AMOUNT OF 'BROWN WATER' IN THE FUEL WHEN HE DRAINED THE TANKS.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
2. (C) DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Findings

3. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	33, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 15, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	601 hours (Total, all aircraft), 50 hours (Total, this make and model), 14 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NAVION	Registration:	N25342
Model/Series:	H H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	NAV4-2534
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3315 lbs
Time Since Last Inspection:	12 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4679 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-BA
Registered Owner:	MONTE K. GAINEY	Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BAK ,656 ft msl	Distance from Accident Site:	
Observation Time:	11:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 8000 ft AGL	Visibility	12 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	GREENWOOD , IN (511)	Type of Clearance:	None
Departure Time:	11:30 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	COLUMBUS MUNICIPAL BAK	Runway Surface Type:	Asphalt
Airport Elevation:	656 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	6425 ft / 150 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Sebastian, R

Additional Participating Persons: DEL SHANKS; INDIANAPOLIS , IN

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=13437>

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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](#).