



Aviation Investigation Final Report

Location:	MARSTONS MILLS, Massachusetts	Accident Number:	NYC86LA164
Date & Time:	June 28, 1986, 23:30 Local	Registration:	N3625Q
Aircraft:	BEECH A23-19	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ENG LOST POWER AS THE ACFT WAS CLIMBING THRU ABOUT 60' AGL DURING TAKEOFF. THE PLT RPRTD THAT HE WAS FORCED TO TURN BACK TOWARD THE ARPT SINCE THERE WAS A WOODED AREA & A RESIDENTIAL AREA AHEAD. SUBSEQUENTLY, THE ACFT WAS EXTENSIVELY DAMAGED WHEN IT CRASH LANDED ON ARPT PROPERTY. NO PREIMPACT MECHANICAL PROBLEM WAS VERIFIED.

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
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

2. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. MANEUVER - PERFORMED

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	32, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	November 16, 1985
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	611 hours (Total, all aircraft), 152 hours (Total, this make and model), 534 hours (Pilot In Command, all aircraft), 183 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N3625Q
Model/Series:	A23-19 A23-19	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	MB243
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	October 11, 1985 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	60 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4100 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2C
Registered Owner:	WALTER MIZNIK	Rated Power:	150 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:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	WESTFIELD , MA	Type of Clearance:	VFR
Departure Time:	23:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	CAPE COD 2B1	Runway Surface Type:	Grass/turf
Airport Elevation:	100 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	2580 ft / 50 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): Jones, Dennis

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=30368>

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](#).