



Aviation Investigation Final Report

Location:	WATERVILLE, Maine	Accident Number:	NYC85LA067
Date & Time:	February 17, 1985, 14:00 Local	Registration:	N2234L
Aircraft:	BEECH A23A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE OWNER OF THE ACFT WAS A STUDENT PLT WITH ONLY 10.7 HRS TOTAL TIME, OF WHICH, 8.1 HRS WERE DUAL INSTRUCTION. HE WAS ON A FLT WITH A PRIVATE PLT OCCUPYING THE RIGHT FRONT SEAT, WHO REPORTEDLY WAS ABOARD AS A PASSENGER. THE OWNER/STUDENT STATED THAT THE ENG LOST POWER WHEN THE ACFT WAS ON FINAL APCH TO RWY 23. THE ACFT THEN IMPACTED ON SLOPING TERRAIN BEFORE REACHING THE RWY. NO PREIMPACT PART FAILURE OR MALFUNCTION 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: APPROACH - VFR PATTERN - FINAL APPROACH

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING

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

Findings

2. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Student	Age:	26, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 16, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	11 hours (Total, all aircraft), 11 hours (Total, this make and model), 3 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N2234L
Model/Series:	A23A A23A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-1049
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 20, 1984 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1580 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-346-A
Registered Owner:	MICHAEL D. TRACEY	Rated Power:	165 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:	AUG	Distance from Accident Site:	
Observation Time:	13:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	WATERVILLE/LAFLUER	Runway Surface Type:	Asphalt
Airport Elevation:	332 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Taylor, Vernon

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35829>

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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](#).