



Aviation Investigation Final Report

Location:	NEWNAN, Georgia	Accident Number:	ATL96LA007
Date & Time:	October 20, 1995, 18:05 Local	Registration:	N2340J
Aircraft:	Beech 23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

On final approach to runway 32, the airplane had a complete loss of engine power. The pilot initiated a forced landing, and on the landing roll, the left wing struck a tree. The pilot stated that the preflight, engine run up, and the 30 minute flight had been uneventful until the loss of power. Initial examination of the airplane revealed the fuel tank selector was in the left tank position, and the left tank was empty. The right fuel tank was full. The pilot reported having 60 gallons of fuel before departure. No spilled fuel was noted at the wreckage site. The before landing checklist of a similar aircraft (BE-A23) showed that the fullest tank should have been selected. Further examination revealed a disconnected (loose) B-nut where the fuel line was connected to the carburetor.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a loose fuel line fitting, which resulted in a fuel leak and premature emptying of the left fuel tank; failure of the pilot to follow the checklist (select the fullest fuel tank for landing); fuel starvation; and subsequent Loss of engine power, while on final approach to land.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) FUEL SYSTEM,LINE FITTING - LOOSE
2. (C) FLUID,FUEL - LEAK
3. (C) FLUID,FUEL - STARVATION

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING

Findings

4. (F) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: EMERGENCY LANDING

Findings

5. OBJECT - TREE(S)

Factual Information

On October 20, 1995, about 1805 eastern daylight, a Beech 23, N2340J, collided with a tree during a forced landing, due to a complete loss of engine power, near Newnan, Georgia. The airplane was operated by the pilot under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed. A flight plan was not filed for the personal flight. There were no injuries to the private pilot, and the airplane was substantially damaged. Origination of the flight was Auburn, Alabama, about 1735.

An inspector from the Georgia Flight Standards District Office examined the airplane. He discovered that the throttle was fully forward; the carburetor heat was on; and the left fuel tank was selected. No fuel was observed in the left fuel tank, while the right tank was full. The pilot reported that he had fueled prior to departing Auburn. According to the inspector, 32 gallons of fuel were added to the airplane at Auburn. The inspector also reported that the pilot's father stated that when they were able to move the airplane, and remove the engine cowling, they observed that the fuel line "B-nut" at the carburetor was disconnected.

Pilot Information

Certificate:	Private	Age:	19, 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:	June 24, 1994
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	90 hours (Total, all aircraft), 30 hours (Total, this make and model), 56 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N2340J
Model/Series:	23 23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-289
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 28, 1995 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	34 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1784 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O320-D2B
Registered Owner:	MICHAEL W. BRIGHT	Rated Power:	160 Horsepower
Operator:	ERIC M. BRIGHT	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:	ATL ,1026 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	17:56 Local	Direction from Accident Site:	220°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	17 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	15°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	AUBURN , AL (AUO)	Type of Flight Plan Filed:	None
Destination:	(CCO)	Type of Clearance:	VFR
Departure Time:	17:35 Local	Type of Airspace:	Class G

Airport Information

Airport:	NEWNAN COWETA COUNTY CC0	Runway Surface Type:	Asphalt
Airport Elevation:	970 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	4007 ft / 75 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:	33.369354,-84.780647(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Preston
Additional Participating Persons:	ALBERT R MARTIN;
Original Publish Date:	November 11, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3667

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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](#).