



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Greensboro, North Carolina | Accident Number: | ATL02LA114 |
| Date & Time: | May 27, 2002, 13:30 Local | Registration: | N1980L |
| Aircraft: | Beech 23 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 3 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot elected to abort a takeoff after liftoff from runway 27 at Air Harbor Airport in Greensboro, North Carolina. Shortly after liftoff, the engine lost power, and the pilot attempted an emergency landing in an adjacent field. After touchdown in the field, the pilot ground looped the airplane to avoid an approaching truck. The subsequent examination of the airplane failed to disclose a mechanical problem.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power for undetermined reasons, A factor was the pilot's intentional ground loop during a forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - ABORTED

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

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

Findings

2. (F) GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Factual Information

On May 27, 2002, at 1330 eastern daylight time, a Beech 23, N1980L, registered to a private owner and operated by the pilot, collided with the ground and collapsed the landing gear after the pilot elected to abort a takeoff after liftoff from runway 27 at Air Harbor Airport in Greensboro, North Carolina. The personal flight was operated under the provisions of Title 14 CFR Part 91 with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The airplane sustained substantial damage, and the private pilot and three passengers were not injured. The flight departed Greensboro, North Carolina, at 1329.

According to the pilot, shortly after liftoff, he felt an apparent loss of engine power and elected to abort the takeoff, and attempted an emergency landing in an adjacent field. After touchdown in the field, the pilot elected to ground loop the airplane when he realized the airplane was on collision course with an approaching truck.

Examination of the airplane revealed that the left main gear had snapped off and the nose wheel had collapsed. The pilot did not report a mechanical problem with the airplane prior to the accident. Examination of the engine failed to disclose a mechanical malfunction or component failure. Several gallons of aviation fuel were noted in the fuel system.

Pilot Information

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|----------------------------------|--|--|-------------------|
| Certificate: | Private | Age: | 41, 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: | February 27, 2002 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | August 16, 2001 |
| Flight Time: | 250 hours (Total, all aircraft), 100 hours (Total, this make and model), 200 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Beech | Registration: | N1980L |
| Model/Series: | 23 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | M-1257 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | April 17, 2002 Annual | Certified Max Gross Wt.: | 2450 lbs |
| Time Since Last Inspection: | 20 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2400 Hrs at time of accident | Engine Manufacturer: | Lycoming |
| ELT: | Installed, not activated | Engine Model/Series: | O-360 |
| Registered Owner: | David L. Leander | Rated Power: | 180 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | GSO,926 ft msl | Distance from Accident Site: | 8 Nautical Miles |
| Observation Time: | 13:54 Local | Direction from Accident Site: | 235° |
| Lowest Cloud Condition: | 5500 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | Broken / 5500 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 8 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 150° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.12 inches Hg | Temperature/Dew Point: | 27°C / 15°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Greensboro, NC (W88) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 13:29 Local | Type of Airspace: | Unknown |

Airport Information

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|-----------------------------|------------------|----------------------------------|---------|
| Airport: | Air Harbour KW88 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 822 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 27 | IFR Approach: | Unknown |
| Runway Length/Width: | 2460 ft / 65 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 2 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 3 None | Latitude, Longitude: | 36.178333,-79.805 |

Administrative Information

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| Investigator In Charge (IIC): | Powell, Phillip |
| Additional Participating Persons: | Walter D Badgett; Greensboro FSDO; Greensboro, NC |
| Original Publish Date: | January 16, 2003 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=54873 |

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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](#).