



# Aviation Investigation Final Report

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<b>Location:</b>	Brunswick, Georgia	<b>Accident Number:</b>	ATL03LA084
<b>Date &amp; Time:</b>	April 27, 2003, 12:10 Local	<b>Registration:</b>	N1483L
<b>Aircraft:</b>	Beech A23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

According to the pilot, the engine lost power and the airplane was not able to maintain altitude. When efforts by the pilot to maintain altitude failed, the pilot selected an emergency landing area. The airplane was damaged during a forced landing in a wooded area two miles short of the runway. Examination of the wreckage revealed that the fuel line fitting was loose. The fuel line was observed to be loose but still attached. No fuel was present in the right fuel tank, and fuel was recovered from the left fuel tank. No fuel was found in the gascolator. However, fuel was found leaking from the engine compartment after the accident.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Maintenance personnel's failure to secure the fitting on a fuel line, which resulted in a loss of engine power.

## Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: APPROACH

Findings

1. (C) FUEL SYSTEM,LINE FITTING - LOOSE PART/BOLT/NUT/CLAMP/ETC
2. (C) MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL
3. FLUID,FUEL - STARVATION

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Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

4. OBJECT - TREE(S)

## Factual Information

On April 27, 2003, at 1210 eastern daylight time, a Beech A23, N1483L, registered to and operated by a private pilot, collided with the ground during an emergency landing in a wooded area two miles south west of Glynco Jetport in Brunswick, Georgia. 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 pilot and passenger were not injured. The airplane was substantially damaged. The flight departed Eagle Neck Airport in Brunswick, Georgia, at 1130 on April 27, 2003.

According to the pilot, while flying at 1000 feet and approximately 7 miles southwest of Glynco Jetport, the engine lost power, and the airplane was not able to maintain altitude. The pilot stated he switched fuel tanks and turned on the fuel boost pump but the engine RPM remained at idle. When efforts by the pilot to maintain altitude failed, the pilot selected an emergency landing area. The airplane was damaged during an emergency landing in a wooded area two miles short of runway 7.

Examination of the wreckage site revealed that the wreckage debris of the downed airplane was scattered in the immediate vicinity of the wreckage. Examination of the wreckage revealed that the left wing was separated from the airframe at the attachment points. The left wing had leading edge damage. The engine mounts were broken. The starter was separated from the engine. The right wing had leading edge damage. The propeller was bent aft and no leading edge damage was observed. Fuel was found leaking from the engine compartment.

The mixture was found in the full rich position and the throttle was in the idle position. The fuel selector was in the left tank position. Both wing fuel tanks were not breached and showed no signs of leaking. No fuel was present in the right fuel tank, and 8 gallons of fuel was recovered from the left fuel tank. No fuel was found in the gascolator. No fuel was found in the fuel pressure line going to the pressure gage.

No fuel was observed at the fuel manifold. The fitting at the fuel distributor coming from the fuel control unit was loose. The fuel supply line to the manifold was loose but still attached. According to the Airframe and Powerplant Mechanics General Handbook "Screws, nuts, and bolts that hold units together should be evenly tightened or torqued to prevent leakage past the gasket or seal.

A review of the airplane logbooks revealed that a 100-hour inspection was performed on the engine July 8, 2002. During the 100-hour inspection the fuel metering system was removed and replaced with the fuel metering system from Continental IO-346, Serial number 1003485-A. At the time of the 100-hour inspection the airplane's total time in service was 1979.0. At the time of the accident the total time of the airplane was 1986.7.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	44, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	February 28, 2003
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	245 hours (Total, all aircraft), 60 hours (Total, this make and model), 14 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N1483L
<b>Model/Series:</b>	A23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	M-883
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-346
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	165 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SAV,51 ft msl	<b>Distance from Accident Site:</b>	70 Nautical Miles
<b>Observation Time:</b>	11:53 Local	<b>Direction from Accident Site:</b>	20°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	70°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.94 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Brunswick, GA (1GA0)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Brunswick, GA (1GA0)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:20 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Brunswick Glynco Jetport BQK	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	26 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	7	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	8001 ft / 150 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	31.258888,-81.46611

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Powell, Phillip
<b>Additional Participating Persons:</b>	Andrew Turner; Atlanta FSDO
<b>Original Publish Date:</b>	June 28, 2006
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=56920">https://data.nts.gov/Docket?ProjectID=56920</a>

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](#).