



Aviation Investigation Final Report

Location:	FLORALA, Alabama	Accident Number:	ATL83LA227
Date & Time:	June 11, 1983, 18:00 Local	Registration:	N7284V
Aircraft:	Aero Commander CALLAIR A-9	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PLT REPORTED THAT DURING TAKEOFF, THE ENG BEGAN TO LOSE POWER AT THE EDGE OF THE ARPT. HE NOTED THAT FUEL PRESSURE WAS LOST & REPORTED THAT HE WAS UNABLE TO REGAIN THE PRESSURE WITH THE ELECTRIC FUEL PUMP. HE SWITCHED THE FUEL SELECTOR TO THE FULLEST TANK, BUT A TOTAL LOSS OF POWER OCCURRED. DURING THE RESULTING FORCED LANDING, THE ACFT HIT 2 POWER LINES & SEVERAL TREES BEFORE CONTACTING THE GROUND. AN EXAM OF THE FUEL SYSTEM REVEALED THERE WAS AN OBSTRUCTION OF SOME KIND AT THE ELECTRIC FUEL PUMP. HOWEVER, THE MATERIAL THAT OBSTRUCTED THE FUEL WAS NOT RECOVERED.

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) FUEL SYSTEM,PUMP - BLOCKED(TOTAL)
2. (C) FLUID,FUEL - STARVATION

Occurrence #2: FORCED LANDING

Phase of Operation: APPROACH

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

3. (F) OBJECT - WIRE, TRANSMISSION

4. (F) OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	35, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 16, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7300 hours (Total, all aircraft), 300 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aero Commander	Registration:	N7284V
Model/Series:	CALLAIR A-9 CALLAIR A-	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	1296
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	March 19, 1983 Annual	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2390 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-540
Registered Owner:	FERRIN D. EASON	Rated Power:	250 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	CEW ,215 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	17:48 Local	Direction from Accident Site:	35°
Lowest Cloud Condition:	Scattered / 3500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	31°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FLORALA , AL (014)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	18:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	FLORALA 0J4	Runway Surface Type:	Dirt
Airport Elevation:	313 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		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:	31.019021,-86.299041(est)

Administrative Information

Investigator In Charge (IIC): Fouts, Charles

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6093>

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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](#).