



Aviation Investigation Final Report

Location:	ATLANTA, Georgia	Accident Number:	ATL83LA301
Date & Time:	July 31, 1983, 00:12 Local	Registration:	N6629J
Aircraft:	BEECH C23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING ARRIVAL ON A DARK NIGHT, THE PLT FLEW PAST THE ARPT. AFTER RECEIVING A DF-STEER, HE OBSERVED THE ARPT ENVIRONMENT & DESCEND TO LAND ON RWY 8R. HIS INITIAL APPROACH WAS HIGH, SO HE CIRCLED AS HE DESCENDED TOWARD THE ARPT. REPORTEDLY, HE LOST SIGHT OF THE RWY & DID NOT REALIZE THAT HE WAS NOT ALIGNED WITH THE INTENDED LANDING AREA UNTIL REACHING A VERY LOW ALTITUDE. THE PLT INITIATED A GO-AROUND & RAISED THE FLAPS. SUBSEQUENTLY, THE ACFT TOUCHED DOWN BESIDE RWY 14/32 WHILE ON A SOUTHERLY HEADING. THE IMPACT POINT WAS TO THE RIGHT OF RWY 8R. ACCORDING TO THE PLT, THE ACFT STALLED AFTER HE RAISED THE FLAPS. RWY 8R WAS LIGHTED AND RWYS 8L & 14/32 WERE UNLIGHTED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) OBJECT - DARK NIGHT
2. (F) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

3. (F) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. (F) GO-AROUND - DELAYED - PILOT IN COMMAND
5. (C) RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND
6. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
7. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Factual Information

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 24, 1982
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	295 hours (Total, all aircraft), 207 hours (Total, this make and model), 165 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N6629J
Model/Series:	C23 C23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-2185
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	February 25, 1983 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	104 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1962 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-360-A4K
Registered Owner:	WILLIAM C. CHAPMAN	Rated Power:	180 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:	Night/dark
Observation Facility, Elevation:	FTY ,840 ft msl	Distance from Accident Site:	
Observation Time:	00:18 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	25°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHATTANOOGA , TN (CHA)	Type of Flight Plan Filed:	None
Destination:	(FTY)	Type of Clearance:	None
Departure Time:	23:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	FULTON COUNTY FTY	Runway Surface Type:	Asphalt
Airport Elevation:	840 ft msl	Runway Surface Condition:	Dry
Runway Used:	8R	IFR Approach:	None
Runway Length/Width:	5796 ft / 100 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 1 None	Latitude, Longitude:	33.740631,-84.569396(est)

Administrative Information

Investigator In Charge (IIC): Drake, John

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6146>

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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](#).