



# Aviation Investigation Final Report

<b>Location:</b>	NEW ALBANY, Mississippi	<b>Accident Number:</b>	ATL85LA093
<b>Date &amp; Time:</b>	February 9, 1985, 22:10 Local	<b>Registration:</b>	N6088S
<b>Aircraft:</b>	BEECH                      A36	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

PIC HAD 1/2 HOUR CHECK-OUT IN A-36 BUT OVER 3900 TOTAL FLIGHT HOURS. HIS 14 HOURS IN THIS ACFT WAS CROSS COUNTRY FLYING. HE STATED THAT THE FUEL WAS KEPT EVENLY DIDTRIBUTED BY SWITCHING THE FUEL SELECTOR BETWEEN TANKS DURING THE NEARLY THREE HOUR FLIGHT. THE PIC/CFI COMMENTED THAT WHEN THE ENGINE QUIT IT SOUNDED LIKE FUEL STARVATION. POST CRASH EXAMINATION OF THE UNDAMAGED FUEL SYSTEM AND INSTRUMENT PANEL SHOWED 15 GALLONS OF FUEL IN THE RIGHT TANK, 0 IN THE LEFT, FUEL SELECTOR ON THE RIGHT TANK, & THE AUXILIARY FUEL BOOST PUMP OFF-PILOT'S HANDBOOK CALLS FOR AUXILIARY PUMP 'ON' WITH LOSS OF ENGINE POWER DURING FLIGHT.

## 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(TOTAL) - NONMECHANICAL  
Phase of Operation: CRUISE - NORMAL

#### Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL BOOST PUMP SELECTOR POSITION - NOT SELECTED - PILOT IN COMMAND

3. (C) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. (C) EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
5. (C) REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND

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

Findings

6. (F) LIGHT CONDITION - NIGHT

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Occurrence #3: NOSE DOWN  
Phase of Operation: LANDING - ROLL

Findings

7. (F) TERRAIN CONDITION - ROUGH/UNEVEN
8. (F) TERRAIN CONDITION - SOFT
9. LANDING GEAR, NOSE GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	January 30, 1985
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3960 hours (Total, all aircraft), 14 hours (Total, this make and model), 3751 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N6088S
<b>Model/Series:</b>	A36 A36	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	E-785
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 7, 1984 Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3464 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO 520-BA10
<b>Registered Owner:</b>	SIMAITIS, SANFORD B. DEBRA L.	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	METRO FLYING CLUB	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Thin Overcast	<b>Visibility</b>	192 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MONTGOMERY , AL (MGM )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	OLIVE BRANCH , MS (OLV )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 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 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	34.489746,-89.019416(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Preston
<b>Additional Participating Persons:</b>	RAYMOND E LADD; COMO , MS
<b>Original Publish Date:</b>	
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=6743">https://data.ntsb.gov/Docket?ProjectID=6743</a>

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