



Aviation Investigation Final Report

Location:	GRANTSBURG, Wisconsin	Accident Number:	CHI82DA287
Date & Time:	July 31, 1982, 16:45 Local	Registration:	N3683Q
Aircraft:	BEECH A23A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE PILOT COULD NOT START THE AIRCRAFT WITH THE MIXTURE IN THE NORMAL (RICH) POSITION. THE MIXTURE WAS SET TO LEAN AND THE ENGINE STARTED. DURING TAKEOFF, THE ENGINE LOST POWER AND THE PILOT LANDED OFF THE END OF THE RUNWAY. THIS WAS THE FIRST FLIGHT SINCE AN ANNUAL INSPECTION. DURING A POST ACCIDENT INSPECTION, THE FUEL PUMP ADJUSTMENT SCREW HAD TO BE ADJUSTED BY 3 TURNS TO GET THE FUEL PRESSURE DOWN TO NORMAL. ALSO THERE WAS A 100 RPM RISE WHEN THE MIXTURE WAS LEANED AT 1000 RPM SETTING. ADDITIONALLY, THE SPARK PLUGS WERE FOUND TO BE FOULED WITH CARBON.

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) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FUEL SYSTEM,PUMP - PRESSURE EXCESSIVE
2. (C) MAINTENANCE,ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PERSONNEL

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	29, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 1, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2610 hours (Total, all aircraft), 2610 hours (Total, this make and model), 2500 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N3683Q
Model/Series:	A23A A23A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	M1055
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	1932 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1932 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-346A
Registered Owner:	CHARLES HULTEEN	Rated Power:	165 Horsepower
Operator:	CHARLES HULTEEN	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	85°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	GRANTSBURG , WI (GTG)	Type of Flight Plan Filed:	None
Destination:	GRANTSBURG , WI (GTG)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	GRANTSBURG MUNICIPAL GTG	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	3000 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: July 31, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70891>

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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](#).