



Aviation Investigation Final Report

Location:	HURON, Ohio	Accident Number:	ATL87LA118
Date & Time:	April 21, 1987, 16:15 Local	Registration:	N2370W
Aircraft:	BEECH A23-19	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

SOON AFTER TAKEOFF THE AIRCRAFT EXPERIENCED A LOSS OF POWER AND MADE A FORCED LANDING 200 FEET SHORT OF THE RUNWAY. THE PILOT REPORTED A LOSS OF FUEL PRESSURE. THE FAA REPORTED THAT THE FUEL ABOARD THE AIRCRAFT HAD THE SMELL AND APPEARANCE OF AUTO FUEL. THE PILOT COULD NOT RECALL TO THE FAA THE TYPE OF FUEL OR WHEN THE LAST REFUELING OF THE AIRCRAFT OCCURRED. THE ENGINE AND FUEL PUMP WAS EXAMINED AND NO DISCREPANCIES WERE FOUND. THE AIRCRAFT DID NOT HAVE AN STC FOR OPERATION ON AUTO FUEL.

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(PARTIAL) - NONMECHANICAL

Phase of Operation: CRUISE

Findings

1. (F) FUEL SYSTEM - PRESSURE TOO LOW
2. (C) FUEL SUPPLY - IMPROPER - PILOT IN COMMAND
3. (F) AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3: UNDERSHOOT

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	65, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 11, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	912 hours (Total, all aircraft), 912 hours (Total, this make and model), 791 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N2370W
Model/Series:	A23-19 A23-19	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	MB-8
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 16, 1986 Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2800 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320
Registered Owner:	LEEROY B. NEFF	Rated Power:	160 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:	Day
Observation Facility, Elevation:	CLE	Distance from Accident Site:	
Observation Time:	16:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HURON , OH (88D)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	HINDE-HURON 88D	Runway Surface Type:	Grass/turf;Gravel
Airport Elevation:	609 ft msl	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	2500 ft / 70 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	41.389091,-82.55944(est)

Administrative Information

Investigator In Charge (IIC):	Coleman, Ben
Additional Participating Persons:	RON KOSSMAN; CLEVELAND , OH
Original Publish Date:	July 5, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=7413

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](#).