



Aviation Investigation Final Report

Location:	FREMONT, Ohio	Accident Number:	ATL87LA258
Date & Time:	September 13, 1987, 17:03 Local	Registration:	N3651Q
Aircraft:	BEECH A23-24	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Minor, 3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ENG LOST PWR SHORTLY AFTER TKOF. A FORCED LNDG WAS MADE IN A FIELD WHERE THE ACFT IMPACTED A DITCH. POST-CRASH EXAM OF THE ACFT ENGINE REVEALED WATER AND SOLID CONTAMINATION IN THE FUEL INJECTOR SERVO. THE PLT HAD RECENTLY PURCHASED THE ACFT. THE ACFT REPORTEDLY LAST RECEIVED AN ANNUAL INSPECTION 11 MONTHS EARLIER AND ALMOST 7 YRS HAD ELAPSED SINCE THE PREVIOUS ANNUAL INSPECTION. THERE WERE TWO ADULTS AND FOUR CHILDREN ON BOARD.

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: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FUEL SYSTEM,INJECTOR - CONTAMINATION
2. (C) FLUID,FUEL - STARVATION

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

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

Findings

- 3. TERRAIN CONDITION - OPEN FIELD
- 4. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Private	Age:	42, 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 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 30, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	362 hours (Total, all aircraft), 5 hours (Total, this make and model), 287 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N3651Q
Model/Series:	A23-24 A23-24	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	MA-238
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	October 5, 1986 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	47 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1244 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	I0-360-A2B
Registered Owner:	JOHN K. RANDALL	Rated Power:	200 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:	FDY ,812 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	16:50 Local	Direction from Accident Site:	230°
Lowest Cloud Condition:	Scattered / 5500 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	25°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:02 Local	Type of Airspace:	Class G

Airport Information

Airport:	FREMONT 14G	Runway Surface Type:	Dirt
Airport Elevation:	662 ft msl	Runway Surface Condition:	Rough;Vegetation
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	4015 ft / 40 ft	VFR Approach/Landing:	Forced landing;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor, 3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor, 3 None	Latitude, Longitude:	41.350513,-83.109809(est)

Administrative Information

Investigator In Charge (IIC): Strickland, Scott

Additional Participating Persons: ROBERT FRANCE; CLEVELAND , OH
JOHN A JOHNSON; CLEVELAND , OH

Original Publish Date: January 11, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=7518>

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](#).