



# Aviation Investigation Final Report

<b>Location:</b>	MARIETTA, Georgia	<b>Accident Number:</b>	ATL89LA032
<b>Date &amp; Time:</b>	November 13, 1988, 15:10 Local	<b>Registration:</b>	N431T
<b>Aircraft:</b>	BEECH 35-A33	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

DURING PREFLT 'RUN-UP' AT THE END OF THE ACTIVE RWY, THE RIGHT BRAKE FAILED AND THE AIRPLANE PIVOTED LEFT WHILE THE ENGINE WAS AT A HIGH POWER SETTING. THE PLT RPTED THAT THINGS HAPPENED SO FAST THAT HE MAY HAVE ADDED POWER WHILE ATTEMPTING TO REDUCE POWER. HE ALSO STATED THAT HE CONTINUED TO PRESS ON THE BRAKE PEDALS CAUSING THE ACFT TO TURN TO THE LEFT TOWARDS A STEEP BANK. THE ACFT ROLLED APPROX 200 FT AND OVERTURNED ON THE SIDE OF AN EMBANKMENT. INVESTIGATION REVEALED THAT THE RIGHT BRAKE HOSE HAD RUPTURED AT THE CALIPER WHICH CAUSED THE LOSS OF RIGHT BRAKE FLUID/PRESSURE. THE BRAKE HOSE WAS ORIGINAL EQUIPMENT, 28 YEARS OLD. AN ANNUAL INSPECTION WAS PERFORMED 5 MONTHS PRIOR TO THE ACCIDENT.

## Probable Cause and Findings

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

### Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: STANDING - ENGINE(S) OPERATING

#### Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL

- 2. (F) MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
- 3. (C) HYDRAULIC SYSTEM,LINE - RUPTURED

-----

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: TAXI

Findings

- 4. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
- 5. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

-----

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: TAXI

Findings

- 6. TERRAIN CONDITION - RAVINE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	61, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	July 28, 1988
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	466 hours (Total, all aircraft), 179 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N431T
<b>Model/Series:</b>	35-A33 35-A33	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	CD287
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 3, 1988 Annual	<b>Certified Max Gross Wt.:</b>	3000 lbs
<b>Time Since Last Inspection:</b>	42 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2124 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-470-J
<b>Registered Owner:</b>	HARRY WILLIAM HANEY	<b>Rated Power:</b>	225 Horsepower
<b>Operator:</b>		<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>	Day
<b>Observation Facility, Elevation:</b>	FTY	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	14:48 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 2000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	290°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	20°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MARIETTA , GA (8A4 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	CARTERSVILLE , GA (6A0 )	<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>	MCCOLLUM 8A4	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1040 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4591 ft / 75 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	34.020874,-84.610069(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Coleman, Ben
<b>Additional Participating Persons:</b>	KEN BRANTLEY; ATLANTA, GA
<b>Original Publish Date:</b>	December 6, 1989
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=7952">https://data.nts.gov/Docket?ProjectID=7952</a>

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](#).