



Aviation Investigation Final Report

Location:	CUMMING, Georgia	Accident Number:	ATL93LA014
Date & Time:	October 18, 1992, 16:35 Local	Registration:	N3690Q
Aircraft:	BEECH A23A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER TAKE OFF, AT ABOUT 300 FEET AGL, THE ENGINE BEGAN TO SPUTTER & LOSE POWER, ACCORDING TO THE PILOT. HE LANDED THE AIRPLANE IN A FIELD WHERE IT COLLIDED WITH BRUSH & THE GROUND. EXAMINATION OF THE AIRPLANE REVEALED THAT THERE WAS FUEL BETWEEN THE BOOST PUMP & THE FUEL INJECTOR SERVO, BUT NO FUEL BETWEEN THE SERVO & THE FUEL DISTRIBUTOR MANIFOLD. THE FUEL BOOST PUMP WAS EXAMINED & FOUND TO BE OPERATIONAL, AS WAS THE IGNITION SYSTEM. THE EMERGENCY PROCEDURE IN THE PILOT'S OPERATING HANDBOOK FOR THE AIRPLANE STATED THAT THE BOOST PUMP SHOULD BE TURNED ON IN THE EVENT OF AN ENGINE MALFUNCTION DURING TAKE OFF.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO USE THE FUEL BOOST PUMP WHEN THE ENGINE MALFUNCTIONED DURING TAKE OFF.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. FLUID,FUEL - STARVATION

2. (C) EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
3. (C) FUEL BOOST PUMP SELECTOR POSITION - NOT CORRECTED - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Factual Information

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 28, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	290 hours (Total, all aircraft), 56 hours (Total, this make and model), 290 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N3690Q
Model/Series:	A23A A23A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M1058
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	July 12, 1992 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1840 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-346A
Registered Owner:	BRYANT, LARRY S.	Rated Power:	165 Horsepower
Operator:	BRYANT, LARRY S.	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:	PDK ,1002 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	15:49 Local	Direction from Accident Site:	210°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(84A)	Type of Flight Plan Filed:	None
Destination:	(84A)	Type of Clearance:	None
Departure Time:	16:35 Local	Type of Airspace:	Class G

Airport Information

Airport:	MATHIS 84A	Runway Surface Type:	Asphalt
Airport Elevation:	1100 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	1530 ft / 20 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Hicks, Preston
Additional Participating Persons:	RANDALL P GIBSON; COLLEGE PARK , GA
Original Publish Date:	September 14, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8696

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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](#).