



Aviation Investigation Final Report

Location:	AUGUSTA, Georgia	Accident Number:	ATL93LA070
Date & Time:	April 7, 1993, 11:30 Local	Registration:	N29AP
Aircraft:	BEECH A36	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PRIVATE PILOT WAS PREPARING TO LAND FOLLOWING A 2.7 HOUR CROSS COUNTRY FLIGHT. AS HE REDUCED POWER ON FINAL, THE ENGINE QUIT. A RESTART ATTEMPT WAS UNSUCCESSFUL, AND THE AIRPLANE COLLIDED WITH TREES SHORT OF THE AIRPORT. THE AIRCRAFT CAUGHT FIRE AFTER GROUND IMPACT BUT THE PILOT ESCAPED THROUGH A REAR CABIN WINDOW. AN EXAMINATION OF THE WRECKAGE REVEALED THAT THE RIGHT WING WAS CONSUMED BY THE POST CRASH FIRE, FIRE DAMAGE TO THE LEFT WING WAS MINIMAL. THE FUEL TANK SELECTOR HANDLE WAS FOUND IN THE LEFT TANK POSITION. A36 PERFORMANCE DATA INDICATES THAT ABOUT HALF OF THE AVAILABLE FUEL SUPPLY WOULD HAVE BEEN CONSUMED DURING FLIGHT. AN EXAMINATION OF THE ENGINE REVEALED NO EVIDENCE OF MECHANICAL FAILURE/MALFUNCTION. THE AIRCRAFT HAD ONLY BEEN FLOWN ABOUT 70 HOURS SINCE NEW.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER FUEL MANAGEMENT, WHICH RESULTED IN FUEL STARVATION AND ENGINE STOPPAGE.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	43, Male
Airplane Rating(s):	Single-engine land; Multi-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 Expired	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1390 hours (Total, all aircraft), 800 hours (Total, this make and model), 1340 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N29AP
Model/Series:	A36 A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E-2756
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	70 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	70 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-550-B
Registered Owner:	WHITE RIVER AERO SERVICES, INC	Rated Power:	300 Horsepower
Operator:	WHITE RIVER AERO SERVICES, INC	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:	AGS ,145 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	11:41 Local	Direction from Accident Site:	150°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	INDIANAPOLIS , IN (I14)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	VFR
Departure Time:	07:50 Local	Type of Airspace:	Class E

Airport Information

Airport:	DANIEL FIELD DNL	Runway Surface Type:	Asphalt
Airport Elevation:	423 ft msl	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	Visual
Runway Length/Width:	3900 ft / 100 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	1 Minor	Latitude, Longitude:	33.47956,-82.010536(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Ralph
Additional Participating Persons:	HURLEY A PERRY; COLLEGE PARK , GA
Original Publish Date:	November 3, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=8733

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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](#).