



National Transportation Safety Board Aviation Accident Final Report

Location:	ADVANCE, NC	Accident Number:	ATL91LA049
Date & Time:	02/02/1991, 1030 EST	Registration:	N74LE
Aircraft:	BEECH V35B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT REPORTED THAT DURING TAKEOFF THERE WAS A PARTIAL LOSS OF ENGINE POWER. HE WAS DISTRACTED WHILE TURNING ON THE FUEL BOOST PUMP. DURING THAT DISTRACTION THE AIRPLANE DRIFTED LEFT & COLLIDED WITH A BERM ADJACENT TO THE RUNWAY. HE STATED THAT THE ENGINE SURGED & WAS DEVELOPING FULL POWER WHEN THE COLLISION OCCURRED. SUBSEQUENT EXAMINATION OF THE ENGINE REVEALED ONE MAGNETO CONDENSER HAD MALFUNCTIONED WHICH RESULTED IN AN INCONSISTENT SPARK & SPATTERING OF THE ENGINE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DIVERTED ATTENTION AND FAILURE TO MAINTAIN DIRECTIONAL CONTROL DURING THE TAKEOFF. A FACTOR WAS THE MALFUNCTIONING MAGNETO WHICH RESULTED IN THE ENGINE SPATTER.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF

Findings

1. SINGLE ENGINE AIRCRAFT
2. (F) IGNITION SYSTEM,MAGNETO - FAILURE,PARTIAL

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF

Findings

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) DIVERTED ATTENTION - PILOT IN COMMAND

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

Findings

5. TERRAIN CONDITION - BERM

Factual Information

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/11/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1816 hours (Total, all aircraft), 1200 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N74LE
Model/Series:	V35B V35B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	D-9679
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	10/05/1990, Annual	Certified Max Gross Wt.:	3550 lbs
Time Since Last Inspection:	34 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520BA
Registered Owner:	SALEM AVIATION, INC.	Rated Power:	285 hp
Operator:	EUBANKS, JAMES W	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GSO, 926 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	1150 EST	Direction from Accident Site:	60°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	9°C / -8°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	UNION, SC (35A)	Type of Clearance:	None
Departure Time:	1030 EST	Type of Airspace:	

Airport Information

Airport:	AIRPARK (GNC8)	Runway Surface Type:	Dirt
Airport Elevation:	780 ft	Runway Surface Condition:	Dry
Runway Used:	6	IFR Approach:	None
Runway Length/Width:	2600 ft / 70 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS	Report Date:	03/09/1993
Additional Participating Persons:	DENNIS A SCARFEO; WINSTON-SALEM, NC EDWARD F GLAVIN; WINSTON-SALEM, NC		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).