



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	AUGUSTA, GA	<b>Accident Number:</b>	ATL87LA078
<b>Date &amp; Time:</b>	03/01/1987, 2104 EST	<b>Registration:</b>	N2355Z
<b>Aircraft:</b>	BEECH 23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE ACFT WAS FLOWN FROM A PVT STRIP TO A NRBY ARPT AT STATESBORO, GA FOR REFUELING. AFTER THE ACFT WAS REFUELED, THE ENG LOST PWR AS THE STUDENT PLT WAS TAXIING TO TAKEOFF. WATER WAS FND IN THE SUMPS, & RPRTDLY, 4 TO 6 SAMPLES WERE REQUIRED TO DRAIN WATER FROM EACH TANK. AFTER THE ENG WAS STARTED, THE ACFT WAS RPRDLY FLOWN TO SWAINSBORO, GA, THEN THE PLT TOOKOFF ON A FLT TO WAYNESBORO, GA WITH A PAX ABOARD. HE RPRTDLY MISSED HIS DESTN ARPT & STARTED AN APCH TO LAND AT BUSH FIELD AT AUGUSTA, GA. WHILE ON THE APCH, THE ENG LOST PWR & THE STUDENT PLT WAS UNABLE TO RESTART IT. DURING AN EMERG LANDING, THE ACFT COLLIDED WITH TREES & BOTH WINGS WERE EXTENSIVELY DAMAGED. A POST-CRASH EXAM REVEALED NO EVIDENCE OF A MECHANICAL FAILURE. FLUID THAT WAS DRAINED FROM THE CARBURETOR & GASCOLATOR WAS MOSTLY WATER. THE STUDENT PLT NOTED THAT THE ACFT'S FUEL TANKS HAD A TENDENCY TO ACCUMULATE WATER WHEN THE ACFT WAS PARKED FOR ANY LENGTH OF TIME; HOWEVER, THE SOURCE OF THE WATER WAS NOT VERIFIED. A CHECK OF THE STUDENT PLT'S BLOOD SHOWED AN ALCOHOL LVL OF 0.262%.

## Probable Cause and Findings

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

## Findings

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

### Findings

1. (C) JUDGMENT - POOR - PILOT IN COMMAND
2. (C) IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. BECAME LOST/DISORIENTED
5. INITIATED
6. (C) FLUID,FUEL - WATER
7. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

8. (F) OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	11/26/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	150 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N2355Z
<b>Model/Series:</b>	23 23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	M 34
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	11/01/1986, Unknown	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-320-D2B
<b>Registered Owner:</b>	D & E CROPSPRAYING SER. INC.	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	D & R CROPSPRAYING SERVICE	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	AGS, 145 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	2113 EST	Direction from Accident Site:	340°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12° C / 5° C
Precipitation and Obscuration:			
Departure Point:	SWAINSBORO, GA (TBR)	Type of Flight Plan Filed:	None
Destination:	WAYNESBORO, GA (2J7)	Type of Clearance:	VFR
Departure Time:	0000	Type of Airspace:	

## Airport Information

Airport:	BUSH FIELD (AGS)	Runway Surface Type:	Asphalt
Airport Elevation:	145 ft	Runway Surface Condition:	
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	8000 ft / 150 ft	VFR Approach/Landing:	Forced Landing; Straight-in

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	SCOTT STRICKLAND	Report Date:	02/03/1988
Additional Participating Persons:	SHIRLAND D KEMP; ATLANTA, GA JOE WALL; ATLANTA, GA		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).