



National Transportation Safety Board Aviation Accident Final Report

Location:	MANKATO, MN	Accident Number:	CHI85LA362
Date & Time:	09/01/1985, 0800 CDT	Registration:	N1450R
Aircraft:	BEECH A36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT OF THIS ACFT ATTEMPTED TO START THE ENG TWICE WITH ACFT BATTERY AND A GROUND PWR UNIT WITHOUT SUCCESS. HE THEN TIED THE TAIL DOWN WITH A ROPE AND HAD STARTED THE ENG. AFTER THE ENG STARTED, THE TIE DOWN ROPE BROKE AND THE ACFT TAXIED BY ITSELF INTO ANOTHER ACFT WHICH WAS PARKED A SHORT DISTANCE AWAY.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI

Findings

1. (F) SAFETY SYSTEM(OTHER) - FAILURE, TOTAL
2. (C) AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INADVERTENT - PILOT IN COMMAND
3. (C) IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. JUDGMENT - POOR - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	57, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
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 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/16/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2700 hours (Total, all aircraft), 100 hours (Total, this make and model), 2550 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N1450R
Model/Series:	A36 A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	E989
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	04/24/1985, 100 Hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	180 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2052 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-BA
Registered Owner:	DAVID RITCHIE	Rated Power:	285 hp
Operator:	DAVID RITCHIE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 8000 ft agl	Visibility	20 Miles
Lowest Ceiling:	Overcast / 8000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18° C / 13° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	MANKATO MUNICIPAL (MKT)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ROBERT BENZON	Report Date:	
Additional Participating Persons:	R. GLAUB; MINNEAPOLIS, MN		
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 pubinq@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](#).