



National Transportation Safety Board Aviation Accident Final Report

Location:	BISMARCK, ND	Accident Number:	DEN86LA017
Date & Time:	11/01/1985, 1600 CST	Registration:	N3663K
Aircraft:	BEECH A36TC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

SHORTLY AFTER TAKEOFF, THE PLT OF THE BEECH A36TC ACFT ACTIVATED WHAT HE BELIEVED WAS THE FLAP RETRACTION LEVER, AND THE ENG QUIT. THE PLT MADE A FORCED LANDING APRX 1000 FT FROM THE RWY DEPARTURE END. DURING THE INVESTIGATION, THE ENG WAS STARTED AND FUNCTIONED NORMALLY, UNTIL THE EMERG FUEL PUMP (EFP) SWITCH WAS ACTIVATED, WHICH RESULTED IN THE ENG QUITTING DUE TO FLOODING. THIS STEP WAS REPEATED SEVERAL TIMES WITH THE SAME RESULTS. THE EFP SWITCH AND FLAP RETRACTION LEVER ARE APRX TWO INCHES APART.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) FUEL SYSTEM - INCORRECT
2. (C) FUEL BOOST PUMP SELECTOR POSITION - INADVERTENT USE - PILOT IN COMMAND
3. (F) ACFT/EQUIP,INADEQUATE CONTROL LOCATION - MANUFACTURER

Occurrence #2: FORCED LANDING
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

4. LIGHT CONDITION - DAYLIGHT

Occurrence #3: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
6. (F) STALL - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	53, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
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:	10/22/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	702 hours (Total, all aircraft), 241 hours (Total, this make and model), 26 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N3663K
Model/Series:	A36TC A36TC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	EA-84
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	07/19/1985, Annual	Certified Max Gross Wt.:	3650 lbs
Time Since Last Inspection:	106 Hours	Engines:	1 Reciprocating
Airframe Total Time:	912 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-UB
Registered Owner:		Rated Power:	300 hp
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	MEDICAL DIAGNOSTIC IMAGING	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BIS, 1671 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1631 CST	Direction from Accident Site:	225°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	12 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	9° C / -5° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	DICKINSON, ND (DIK)	Type of Clearance:	None
Departure Time:	1600 CST	Type of Airspace:	Class D

Airport Information

Airport:	BISMARCK MUNICIPAL (BIS)	Runway Surface Type:	Dirt; Grass/turf
Airport Elevation:	1671 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	RONALD E MICKLE	Report Date:	
Additional Participating Persons:	ROBERT S BOYLE; DENVER, CO OTTO GOERGEN; FARGO, ND		
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/ .		

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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](#).