



National Transportation Safety Board Aviation Accident Data Summary

Location:	Titusville, FL	Accident Number:	ATL03LA040
Date & Time:	02/02/2003, 1206 EST	Registration:	N9769L
Aircraft:	Beech A24R	Injuries:	1 Serious, 3 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot advanced the throttle for takeoff until the throttle was completely in and at the hub. He initially noted the rpm showed 2,300, rpm and during the takeoff roll the rpm showed 2,500 rpm. The Pilot's Operating Handbook states that full throttle 2,700 rpm is required for takeoff. The throttle slipped back about 1/2 inch on two different occasions, and the pilot pushed the throttle back in. No increase in engine power was noted and he continued the takeoff roll. Once airborne, the pilot retracted the landing gear and continued applying full throttle. The throttle felt like it was sticking and the engine was not producing full power. The airplane reached about 75 to 100 feet, and was not climbing. The pilot realized he would not clear wires and trees to his immediate front and applied aft pressure on the control yoke to decrease his airspeed and the impending impact. Examination of the airplane wreckage revealed the throttle cable was hard to move and fractured. The throttle cable was removed, and forwarded to the NTSB Materials Laboratory. The examination revealed the fractures were typical of bending overstress while the cable was under a tension load. No determination was made for the loss of engine power.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power for undetermined reasons. The pilot's failure to attain full power for takeoff in accordance with the operation handbook was a factor.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
2. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

3. OBJECT - WIRE,STATIC
4. OBJECT - TREE(S)

Pilot Information

Certificate:	Private	Age:	40
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	850 hours (Total, all aircraft), 500 hours (Total, this make and model), 800 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N9769L
Model/Series:	A24R	Engines:	1 Reciprocating
Operator:	Steven J. Halm	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360-A1B
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TIX, 34 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	4 knots / , 90°
Temperature:	18° C	Visibility:	7 Miles
Precipitation and Obscuration:			
Departure Point:	Titusville, FL (TIX)	Destination:	Reidsville, NC (78N)

Airport Information

Airport:	Space Coast Regional (TIX)	Runway Surface Type:	Asphalt
Runway Used:	09	Runway Surface Condition:	Dry
Runway Length/Width:	5001 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	3 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	28.513889, -80.797222		

Administrative Information

Investigator In Charge (IIC): Carrol A Smith

Adopted Date: 09/30/2003

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/>.

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