



National Transportation Safety Board Aviation Accident Data Summary

Location:	Grove Hill, AL	Accident Number:	ERA15LA232
Date & Time:	06/01/2015, 1730 CDT	Registration:	N29JR
Aircraft:	BEECH A23 24	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, during the long cross-country flight, he stopped at an intermediate airport and added 30 gallons of fuel to the airplane. About 15 minutes after departure from that airport and while the airplane was cruising at 3,500 ft, the engine lost all power. The pilot attempted to restart the engine using the emergency procedures but was unsuccessful. He then chose a field for an emergency landing. During the landing on rough terrain, the nose landing gear collapsed.

Examination of the wreckage revealed that each wing fuel tank was about half full, and fuel drained from the fuel sump did not contain any visible contamination. Subsequent engine examination revealed no preimpact mechanical malfunctions, and the engine was test run successfully.

Flight Events

Enroute-cruise - Loss of engine power (total)
Emergency descent - Off-field or emergency landing
Landing - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
A total loss of engine power for reasons that could not be determined because engine examination and testing did not reveal any anomalies that would have precluded normal operation.

Findings

Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	52
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Helicopter; Instrument Helicopter
Flight Time:	5751 hours (Total, all aircraft), 300 hours (Total, this make and model), 3500 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N29JR
Model/Series:	A23 24	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-360-2B2N
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	GZH, 259 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	3 knots, 90°
Temperature:	23°C / 21°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Demopolis, AL (DYA)	Destination:	Gulf Shores, AL (JKA)

Airport Information

Airport:	Grove Hill Municipal Airport (3A0)	Runway Surface Type:	N/A
Runway Used:	N/A	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Robert J Gretz	Adopted Date:	12/14/2015
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91290		

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.