

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 09/11/1992

ATL89FA196
File No. 2066
08/11/1989
CHAPEL HILL ,NC
Aircraft Reg No. N25805
Time (Local): 21:18 EDT

Make/Model: Beech/A-36
Engine Make/Model: Continental / IO-520-BB
Aircraft Damage: Destroyed
Number of Engines: 1
Operating Certificate(s): None
Type of Flight Operation: Personal
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	1	0	0
Pass	0	0	0

Last Depart. Point: KINSTON, NC
Destination: SMITHFIELD, NC
Airport Proximity: Off Airport/Airstrip

Condition of Light: Night/Dark
Weather Info Src: Weather Observation Facility
Basic Weather: Visual Conditions
Lowest Ceiling: 900 Ft. AGL, Overcast
Visibility: 3.00 SM
Wind Dir/Speed: 020 / 007 kts
Temperature (°C): 19
Precip/Obscuration:

Pilot-in-Command Age: 71

Flight Time (Hours)

Certificate(s)/Rating(s)
Private; Single-engine Land

Total All Aircraft: 1200
Last 90 Days: Unk/Nr
Total Make/Model: Unk/Nr
Total Instrument Time: Unk/Nr

Instrument Ratings
Airplane

*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***

AT 2028, AFTER A MISSED APCH AT DESTINATION, THE PLT REPORTED HE COULDN'T GET THE AUTOPILOT OFF & WAS FIGHTING HARD TO CONTROL THE AIRPLANE. ATC OFFERED SUGGESTIONS TO DISENGAGE AUTOPILOT, INCLUDING TURNING OFF MASTER SWITCH; PLT REPORTED NO CHANGE. DURING THE NEXT 45 MINUTES THE PILOT WAS PROVIDED VECTORS AND ASSISTANCE; PLT FREQUENTLY DID NOT RESPOND TO INSTRUCTIONS. FINAL VECTORS WERE TO CHAPEL HILL AIRPORT; RADAR DATA LOST. WRECKAGE ORIENTED OVER AN AREA OF A NORMAL BASE TO RWY 8. ELEVATOR TRIM WAS FOUND IN A FULL TAB-UP (NOSE-DOWN) POSITION. APRX 45 LBS OF STICK FORCE WOULD BE NECESSARY TO HOLD THE AIRPLANE LEVEL. THE APPROVED FLIGHT MANUAL SUPPLEMENT FOR THE KING KFC 200 AUTOPILOT SYSTEM CONTAINED EMERGENCY PROCEDURES FOR AUTOPILOT/ELECTRIC TRIM MALFUNCTIONS. THESE PROCEDURES REQUIRE THAT THE AIRCRAFT BE RETRIMMED MANUALLY.

Brief of Accident (Continued)

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH

Findings

1. (F) AUTOPILOT/FLIGHT DIRECTOR - UNDETERMINED
2. (F) EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
3. (F) AUTOPILOT - IMPROPER USE OF - PILOT IN COMMAND
4. (F) ELEVATOR TRIM - NOT CORRECTED - PILOT IN COMMAND
5. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. (F) FATIGUE - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:
THE PILOT'S FAILURE TO MAINTAIN CONTROL OF THE AIRPLANE WHILE MANEUVERING FOR A LANDING. CONTRIBUTING FACTORS WERE: THE PILOT'S FAILURE TO FOLLOW THE EMERGENCY PROCEDURES FOR AN AUTOPILOT MALFUNCTION, AND PILOT FATIGUE.