



National Transportation Safety Board Aviation Accident Final Report

Location:	JEFFERSON, WI	Accident Number:	CHI88MA026
Date & Time:	11/16/1987, 0819 CST	Registration:	N334DP
Aircraft:	BEECH 200	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	8 Fatal

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

WHILE CRUISING ABV FRZG LVL AT 12,000', THE FLT WAS CLRD TO DSCND & MAINT 9000'. ABT 1-1/2 MIN LTR, THE FLT DECLARED A MAYDAY (EMERGENCY). RADIO & RADAR CTC WERE LOST & THE ACFT CRASHED IN A NR VERTICAL DSCNT. RADAR DATA SHOWED THAT AFTER STARTING A DSCNT, THE ACFT ENTERED A LEFT/DESCENDING MNVR. SUBSEQUENTLY, THE LEFT OUTBOARD WING PANEL & BOTH ENGS SEPD IN FLT. THE LAST TRANSPONDER REPLY WAS AT 2800'. AN EXAM REVEALED THE LEFT WING PANEL HAD SEPD FM POSITIVE OVERLOAD. NO FATIGUE OR PRE-EXISTING CRACK WAS FND ON ANY FRACTURE AREA. ALSO, DMG WAS FND ON THE LEFT ENG'S INBOARD COWLING THAT MATCHED DMG ON THE VERTICAL & RGT HORIZONTAL STABILIZERS; HOWEVER, SEQUENCE OF COWLING SEPN WAS NOT VERIFIED. THE SEPD WING PANEL & PARTS OF THE ENG COWLING WERE FOUND ABOUT 3/4 MI FM THE MAIN WRECKAGE. AN NTSB TRAJECTORY STUDY INDCD AN IN-FLT SEPN OCCURRED AT AN ALT OF APRX 5600' AS ACFT WAS HDG SE IN A 50 TO 70 DEG DIVE. ELEV TRIM INDCR WAS FND WITH A FULL NOSE UP INDCN. BOTH PLTS WERE INSTRUMENT RATED.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: DESCENT - UNCONTROLLED

Findings

2. WING - OVERLOAD
3. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED
4. WING - SEPARATION
5. COOLING SYSTEM,COWLING - SEPARATION

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	59, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/21/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	18000 hours (Total, all aircraft), 3000 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N334DP
Model/Series:	200 200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BB-1188
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	10/23/1987, Continuous Airworthiness	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:	14 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	1050 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-42
Registered Owner:	DANPAR AVIATION, INC.	Rated Power:	850 hp
Operator:	DANPAR AVIATION, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MSN, 862 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	0753 CST	Direction from Accident Site:	295°
Lowest Cloud Condition:	Unknown / 2300 ft agl	Visibility	5 Miles
Lowest Ceiling:	Overcast / 2300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	9° C / 6° C
Precipitation and Obscuration:			
Departure Point:	CHICAGO, IL (CGX)	Type of Flight Plan Filed:	IFR
Destination:	BARABOO, WI (C85)	Type of Clearance:	IFR
Departure Time:	0751 CST	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	6 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	8 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	STEPHEN A WILSON	Report Date:	07/29/1992
Additional Participating Persons:			
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](#).