



National Transportation Safety Board Aviation Accident Final Report

Location:	ELKO, NV	Accident Number:	SEA89FA015
Date & Time:	11/02/1988, 1453 PST	Registration:	N9AG
Aircraft:	BEECH 65	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

APPROX 10 MIN AFTER T/O, THE PILOT STATED HE WAS RETURNING TO LAND DUE TO A PROBLEM. ON FINAL THE ACFT ROLLED INVERTED AND DESCENDED NOSE DOWN INTO A RESIDENCE. ENGINE EXAM REVEALED A FAILED SUPERCHARGER INTERMEDIATE DRIVE SHAFT GEAR RESULTING IN LOSS OF SUPERCHARGER ON THE RT ENGINE. THE ACFT WAS APPROX 300 LBS OVER MAX GROSS WEIGHT. THE LNDG GEAR WAS DOWN AND THE FLAPS WERE EXTENDED APPROX 20 DEGREES. THE LEFT THROTTLE WAS FOUND IN THE FULL FORWARD (HIGH POWER) POSITION. THE RT PROP CONTROL WAS IN FULL DECREASE RPM, HIGH PITCH AND THE RT ENG MAG SWITCHES WERE OFF. WITNESSES HAD OBSERVED THE ACFT DESCEND TO BELOW TRAFFIC PATTERN ALT. AT APPROX 200 FT AGL A LOUD ENG NOISE WAS HEARD AND THE SLOW FLYING ACFT PITCHED UP, ROLLED RT AND DESCENDED VERTICALLY ABOUT 1/2 MILE FROM THE ARPT. THE PLT HAD NOT DECLARED AN EMERGENCY OR DEFINED HIS PROBLEM. THE PLT'S LAST RECORDED FLT IN THE BE-65 WAS IN FEB 1988. THERE WAS NO RECORD OF A CHECK-OUT OR FLIGHT TRAINING IN THE ACFT.

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(PARTIAL) - MECH FAILURE/MALF

Phase of Operation: CLIMB - TO CRUISE

Findings

1. (F) ACCESSORY DRIVE ASSY,DRIVE GEAR - WORN
 2. (F) EXHAUST SYSTEM,TURBOCHARGER - FAILURE,TOTAL
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

3. (F) WEATHER CONDITION - GUSTS
 4. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 5. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
 6. (F) INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
 7. (F) LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 8. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - COMPANY/OPERATOR MANAGEMENT
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - UNCONTROLLED

Findings

9. OBJECT - RESIDENCE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	33, 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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/27/1987
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	884 hours (Total, all aircraft), 103 hours (Total, this make and model), 748 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N9AG
Model/Series:	65 65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	LC-51
Landing Gear Type:	Retractable - Tricycle	Seats:	3
Date/Type of Last Inspection:	08/18/1988, Annual	Certified Max Gross Wt.:	7700 lbs
Time Since Last Inspection:	65 Hours	Engines:	2 Reciprocating
Airframe Total Time:	8945 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IGSO-480-A1A6
Registered Owner:	AIRBORNE GEOPHYSICS, INC	Rated Power:	340 hp
Operator:	AIRBORNE GEOPHYSICS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	EKO, 5135 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1450 PST	Direction from Accident Site:	220°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	Overcast / 7000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14° C / -4° C
Precipitation and Obscuration:			
Departure Point:	ELKO, NV (EKO)	Type of Flight Plan Filed:	VFR
Destination:	FARMINGTON, NM (FMN)	Type of Clearance:	None
Departure Time:	1440 PST	Type of Airspace:	Airport Advisory Area

Airport Information

Airport:	ELKO (EKO)	Runway Surface Type:	
Airport Elevation:	5135 ft	Runway Surface Condition:	
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	6400 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PRENTISS E MANGUM	Report Date:	03/04/1992
Additional Participating Persons:	JOHN MONTIBELLO; RENO, NV DEAN THOMPSON; WICHITA, KS K A JOHN; HUNTINGTONBEACH, CA P G LILLEY; SUNNYVALE, CA		
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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