



National Transportation Safety Board Aviation Accident Final Report

Location:	MERIDIAN, MS	Accident Number:	MIA91LA187
Date & Time:	07/17/1991, 1702 CDT	Registration:	N711SF
Aircraft:	BEECH 65	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT REPORTED THAT SHORTLY AFTER TAKEOFF THE ACFT YAWED TO THE RT, LT THEN RT AGAIN. THE PAX IN THE COPLTS SEAT STATED THE RT ENG RPM GAUGE INDICATION NEEDLE WAS FLUCTUATING. THE PLT POSITIONED THE RT ENG MIXTURE CONTROL TO IDLE CUTOFF AND THE PROP CONTROL TO FEATHER. THE PROP CONTINUED TO WINDMILL. UNABLE TO MAINTAIN ALT, THE PLT ATTEMPTED TO LAND ON A HIGHWAY BUT THE ACFT COLLIDED WITH AN UNMARKED POWER LINE, LIGHT POLE, THEN THE GROUND AND WAS DESTROYED BY POSTCRASH FIRE. THE RT ENG WAS RECOVERED AND DUE TO IMPACT DAMAGE, THE PROP AND FUEL SERVO WERE REPLACED. THE ENG WAS PLACED ON A TEST STAND AND WAS STARTED AND FOUND TO OPERATE NORMALLY. THE PROP GOVERNOR AND DAMAGED FUEL SERVO WERE TESTED AND FOUND TO OPERATE NORMALLY. THE DAMAGED PROP WAS INSPECTED AND FOUND TO BE FREE OF PREIMPACT FAILURE OR MALFUNCTION. NO DETERMINATION COULD BE MADE AS TO THE REASON FOR THE REPORTED POWER FLUCTUATION FROM THE RT ENG. A WITNESS STATED GEAR RETRACTION WAS DELAYED AFTER TAKEOFF.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF POWER FROM THE RIGHT ENGINE DUE TO UNDETERMINED REASONS. THE FAILURE OF THE PROPELLER TO FEATHER WAS A FACTOR IN THE ACCIDENT.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. 1 ENGINE

2. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - EMERGENCY

Findings

3. (F) PROPELLER SYSTEM/ACCESSORIES,FEATHERING SYSTEM - FAILURE,PARTIAL

4. OBJECT - WIRE,TRANSMISSION

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. OBJECT - POLE

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	25, 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:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/19/1990
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	943 hours (Total, all aircraft), 34 hours (Total, this make and model), 913 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N711SF
Model/Series:	65 65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	LC-139
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	02/27/1991, Annual	Certified Max Gross Wt.:	7900 lbs
Time Since Last Inspection:	85 Hours	Engines:	2 Reciprocating
Airframe Total Time:	9200 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-720-A1B
Registered Owner:	JACK MARSHALL FOODS, INC.	Rated Power:	400 hp
Operator:	JACK MARSHALL FOODS, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MEI, 297 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1707 CDT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 4400 ft agl	Visibility	6 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	33° C / 20° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	TUSCALOOSA, AL (TCL)	Type of Clearance:	None
Departure Time:	1702 CDT	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Minor	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	3 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Report Date:	07/13/1993
Additional Participating Persons:	BOB HOKE; JACKSON, MS		
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](#).