



National Transportation Safety Board Aviation Accident Final Report

Location:	NEW CASTLE, DE	Accident Number:	NYC92FA118
Date & Time:	06/16/1992, 1447 EDT	Registration:	N32HG
Aircraft:	BEECH BE-200	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

WITNESSES OBSERVED THE AIRPLANE ON A 'NORMAL' FINAL APPROACH, THEN SAW IT DROP 'LOW AND SLOW, RETRACT THE GEAR AND ROLL TO THE LEFT INTO THE TREES.' EXAMINATION OF THE ENGINES REVEALED THAT THE LEFT ENGINE FAILED BECAUSE OF A FATIGUE FAILURE OF A COMPRESSOR TURBINE BLADE. EXAMINATION OF THE RIGHT ENGINE REVEALED NO EVIDENCE OF MALFUNCTION THAT WOULD HAVE PREVENTED THE USE OF FULL POWER. THE AIRCREW WAS EXPERIENCED AND WELL TRAINED. THE RADAR DATA CONFIRMED A DROP IN AIRSPEED JUST BEFORE THE AIRPLANE CONTACTED THE TREES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER EXECUTION OF AN EMERGENCY PROCEDURE, AFTER AN ENGINE FAILURE, WHICH RESULTED IN A LOSS OF AIRSPEED AND SUBSEQUENT STALL AT AN ALTITUDE TOO LOW FOR RECOVERY. A FACTOR RELATED TO THE ACCIDENT WAS THE FATIGUE FAILURE OF A COMPRESSOR TURBINE BLADE AND THE SUBSEQUENT ENGINE FAILURE.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) 1 ENGINE
2. COMPRESSOR ASSEMBLY, BLADE - FATIGUE
3. COMPRESSOR ASSEMBLY, BLADE - FRACTURED

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

4. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
5. (C) AIRSPEED (VMC) - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. OBJECT - TREE(S)

Factual Information

History of Flight

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	57, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/17/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	10378 hours (Total, all aircraft), 800 hours (Total, this make and model), 9941 hours (Pilot In Command, all aircraft), 61 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N32HG
Model/Series:	BE-200 BE-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BB-146
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	06/12/1992, 100 Hour	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:	3 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	6718 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-41
Registered Owner:	OMEGA AIR INC.	Rated Power:	850 hp
Operator:	OMEGA AIR INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24° C / 14° C
Precipitation and Obscuration:			
Departure Point:	BALTIMORE, MD (MTN)	Type of Flight Plan Filed:	None
Destination:	NEW CASTLE, DE (ILG)	Type of Clearance:	
Departure Time:	1405 EDT	Type of Airspace:	Class D

Airport Information

Airport:	NEW CASTLE COUNTY (ILG)	Runway Surface Type:	Asphalt
Airport Elevation:	80 ft	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	
Runway Length/Width:	7002 ft / 200 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	CHARLES F LEONARD	Report Date:	05/26/1993
Additional Participating Persons:	JEFFREY WIEAND; PHILADELPHIA, PA DAN TAYLOR; ALBANY, NY THOMAS BERTHE; BURLINGTON, VT GARY WARD; GREENVILLE, SC		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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