



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MADISONVILLE, KY	<b>Accident Number:</b>	ATL87LA185
<b>Date &amp; Time:</b>	06/24/1987, 1215 CDT	<b>Registration:</b>	N617MS
<b>Aircraft:</b>	BEECH 200C	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91F: Special Flt Ops.

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## Analysis

THE ACFT STRUCK A 2-FT HI AVGAS PUMP WHILE THE PLT WAS TAXIING AROUND ANOTHER ACFT THAT WAS PARKED. THE NOSE GEAR COLLAPSED & A SMALL FIRE RESULTED. THE PLT & PAX EVACUATED THE ACFT. LINE PSNL WERE UNABLE TO EXTINGUISH THE FIRE WITH HAND-HELD EXTINGUISHERS. THE ACFT WAS SUBSEQUENTLY ENGULFED BY THE FIRE & WAS DESTROYED. A LARGE DRY CHEMICAL FIRE EXTINGUISHER WAS LOCATED NEXT TO THE PUMP AT THE TIME, BUT LINE PSNL WERE UNABLE TO GET TO IT DUE TO THE FIRE. THE BLACK TOP AROUND THE PUMP HAD RECENTLY BEEN RESURFACED & NO SAFETY MARKINGS, LIGHTS OR BARRICADES WERE IN PLACE AROUND THE PUMP (EXCEPT FOR THE LARGE FIRE EXTINGUISHER). THE PUMP WAS ORIGINALLY LOCATED NEXT TO THE RAMP EDGE, BUT SUBSEQUENT EXPANSION OF THE RAMP LEFT THE PUMP SURROUNDED BY PAVEMENT.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAXI - TO TAKEOFF

### Findings

1. (F) AIRPORT FACILITIES, OBSTRUCTION MARKING - INADEQUATE
  2. (F) OTHER AIRPORT/RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL
  3. (F) OBJECT - AIRPORT FACILITY
  4. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: NOSE GEAR COLLAPSED  
Phase of Operation: TAXI - TO TAKEOFF

### Findings

5. LANDING GEAR, NOSE GEAR - OVERLOAD
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Occurrence #3: FIRE  
Phase of Operation: STANDING

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Multi-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/29/1987
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	11875 hours (Total, all aircraft), 2310 hours (Total, this make and model), 11475 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N617MS
<b>Model/Series:</b>	200C 200C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	BL35
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	11
<b>Date/Type of Last Inspection:</b>	04/27/1987, AAIP	<b>Certified Max Gross Wt.:</b>	12500 lbs
<b>Time Since Last Inspection:</b>	65 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	2940 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	PT6A-41
<b>Registered Owner:</b>	GENERAL ELECTRIC CREDIT CORP.	<b>Rated Power:</b>	850 hp
<b>Operator:</b>	MIDWEST ENERGY DEVELOPMENT	<b>Operating Certificate(s) Held:</b>	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:	Scattered / 3000 ft agl	Visibility	4 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	MARION, IL (MWA)	Type of Clearance:	
Departure Time:	0000	Type of Airspace:	

## Airport Information

Airport:	MADISONVILLE MUNI (2IO)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	SCOTT STRICKLAND	Report Date:	10/25/1988
Additional Participating Persons:	T J WARD; LOUISVILLE, KY		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).