



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CALIFORNIA, MD	<b>Accident Number:</b>	BF091FA053
<b>Date &amp; Time:</b>	06/02/1991, 1130 EDT	<b>Registration:</b>	N655KJ
<b>Aircraft:</b>	BEECH B65	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 11 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Other Work Use		

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## Analysis

THE PILOT REPORTED THAT SHORTLY AFTER TAKEOFF ON A PARACHUTE JUMPING FLT THE LEFT ENGINE LOST POWER, BUT A SECOND LATER POWER WAS RESTORED. SOON AFTERWARDS A TOTAL POWER LOSS OCCURRED. ACCORDING TO THE PILOT, THE PROPELLER STOPPED ROTATING AND DID NOT WINDMILL. HE DID NOT FEATHER THE LEFT PROPELLER. HE MADE A SHALLOW LEFT TURN TOWARD AN OPEN FIELD, WHILE TRYING TO RETURN TO THE AIRPORT. HE WAS UNABLE TO MAINTAIN ADEQUATE AIRSPEED OR ALTITUDE, AND IN ORDER TO MAINTAIN AIRCRAFT CONTROL, HE REDUCED POWER ON THE RIGHT ENGINE. HE MADE A FORCED LANDING IN A WHEAT FIELD. THE AIRPLANE CAME TO A STOP AND ALL OCCUPANTS ESCAPED THE AIRPLANE BEFORE IT CAUGHT FIRE. THE EXAMINATION OF THE AIRPLANE DID NOT DISCLOSE EVIDENCE OF MECHANICAL MALFUNCTION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
THE LOSS OF POWER IN ONE ENGINE FOR UNDETERMINED REASONS.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. 1 ENGINE
2. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

3. (F) TERRAIN CONDITION - HIGH VEGETATION

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	24, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Gyroplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	03/27/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2350 hours (Total, all aircraft), 150 hours (Total, this make and model), 2160 hours (Pilot In Command, all aircraft), 510 hours (Last 90 days, all aircraft), 160 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N655KJ
<b>Model/Series:</b>	B65 B65	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	LC-129]
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	03/25/1991, Annual	<b>Certified Max Gross Wt.:</b>	7700 lbs
<b>Time Since Last Inspection:</b>	40 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	6000 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	GSIO-480
<b>Registered Owner:</b>	FAYARD ENTERPRISES, INC.	<b>Rated Power:</b>	340 hp
<b>Operator:</b>	FAYARD ENTERPRISE, INC.	<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:	PXT, 99999 ft msl	Distance from Accident Site:	999 Nautical Miles
Observation Time:	1155 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	3 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28° C / 23° C
Precipitation and Obscuration:			
Departure Point:	(2W6)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1130 EDT	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	11 Minor	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 11 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	DENNIS L JONES	Report Date:	08/13/1993
Additional Participating Persons:	R. MURCHLAND; WASHINGTON, DC		
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:pubinquiry@ntsb.gov">pubinquiry@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](#).