



National Transportation Safety Board Aviation Accident Final Report

Location:	ORLANDO, FL	Accident Number:	MIA93FA031
Date & Time:	12/19/1992, 0739 EST	Registration:	N555GC
Aircraft:	BEECH 65	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	5 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

PLT REPORTED LEVEL AT 6,000 FT; NO FURTHER TRANSMISSIONS WERE RECEIVED. RADAR DATA SHOWS THAT AFTER 5 MIN AT CRUISE FLT GROUND SPEED BEGAN TO SLOW, AND AS SPEED REACHED 85 KTS (VMC IS 83 KTS) ACFT MADE A RAPID TURN TO THE LEFT AND THE SPEED DROPPED TO 74 KTS. RADAR CONTACT WAS THEN LOST. WITNESSES REPORTED HEARING AND SEEING ACFT WITH AN ENG SPUTTERING AND QUITTING, AT WHICH TIME NO ENG NOISE WAS AUDIBLE. ENG WOULD THEN RESTART, AND AT ONE POINT ACFT WAS OBSERVED INITIATING A CLIMB AFTER ENG START. ENG RESTARTED AND OBTAINED NEAR FULL POWER, AND A SHORT TIME LATER SOUND OF IMPACT WAS HEARD. THE LEFT ENG FUEL SERVO WAS FOUND CONTAMINATED WITH CORROSION AND DIRT, AND WOULD NOT ALLOW FUEL FLOW TO THE ENG. THE FUEL STRAINER FOR THIS ENG WAS INSTALLED BACKWARDS ALLOWING UNFILTERED FUEL TO ENTER THE ENG. THE LEFT PROPELLER WAS NOT FEATHERED AND HAD NO SIGNS OF ROTATION UNDER POWER. RIGHT ENG FUEL SERVO ALSO CONTAINED CORROSION & CONTAMINATION. THE AIRCRAFT DID NOT HAVE A CURRENT ANNUAL INSPECTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO FEATHER THE PROPELLER TO MAINTAIN ALTITUDE FOLLOWING A LOSS OF POWER OF THE LEFT ENGINE. THE POWER LOSS WAS DUE TO AN IMPROPERLY MAINTAINED FUEL SYSTEM. IN ADDITION, THE RIGHT ENGINE LOST POWER FOR AN UNDETERMINED REASON(S).

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. 1 ENGINE
2. (C) FUEL SYSTEM,STRAINER - INCORRECT
3. (C) MAINTENANCE - IMPROPER - OTHER MAINTENANCE PERSONNEL
4. (C) FUEL SYSTEM,FUEL CONTROL - CORRODED
5. (C) FUEL SYSTEM,FUEL CONTROL - CONTAMINATION

Occurrence #2: MISCELLANEOUS/OTHER
Phase of Operation: CRUISE - NORMAL

Findings

6. (C) PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
7. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: DESCENT

Findings

8. 1 ENGINE
9. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT

Findings

10. (F) WEATHER CONDITION - LOW CEILING
11. (F) WEATHER CONDITION - FOG

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	54, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Helicopter; Instrument Airplane; Instrument Helicopter	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/21/1992
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	8269 hours (Total, all aircraft), 40 hours (Total, this make and model), 8046 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N555GC
Model/Series:	65 65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	LC-164
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	11/04/1993, Annual	Certified Max Gross Wt.:	7700 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	3700 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IGSO-480-A1E6
Registered Owner:	GLENN M. CONE	Rated Power:	340 hp
Operator:	EDWARDS, WILLIAM J.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MCO, 96 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	0750 EST	Direction from Accident Site:	275°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16° C / 16° C
Precipitation and Obscuration:			
Departure Point:	SANFORD, FL (SFB)	Type of Flight Plan Filed:	IFR
Destination:	FORT LAUDERDALE, FL (FXE)	Type of Clearance:	IFR
Departure Time:	0722 EST	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	4 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JEFFREY L KENNEDY	Report Date:	10/08/1993
Additional Participating Persons:	BEVERLY MORTON; ORLANDO, FL MICHAEL CICANOWSKI; ORLANDO, FL DON KNUTSON; WICHITA, KS JAMES BROWN; WILLIAMSPORT, PA		
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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