



National Transportation Safety Board Aviation Accident Final Report

Location:	BLOUNTVILLE, TN	Accident Number:	ATL96LA044
Date & Time:	02/02/1996, 1830 EST	Registration:	N204AA
Aircraft:	Beech C-45G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

The pilot reported that as he overflew the Tri-City airport, Tennessee at 9,000 feet, the right engine power slowly decreased. The airplane was in the clouds with an outside air temperature of about zero degrees Celsius. Right engine manifold heat was applied for a few seconds, with no noticeable difference in engine performance. The right magnetos were also checked with no obvious malfunctions noted. A descent for landing was initiated to the Tri-City airport and manifold heat was applied and removed several times, with no appreciable effect. On short final approach, when the landing gear was extended, the right main gear did not indicate down. There was insufficient time to perform the emergency gear extension procedure. A go-around was initiated, during which the pilot discovered that the left manifold heat control was now stuck in the 'ON' position. The pilot stated that with less than full power available on the left engine, and the right propeller unfeathered, the airplane could be climbed to about 200 feet. He flew the airplane until terrain clearance was no longer possible, then landed in a field, gear up. The airplane slid into trees and was substantially damaged.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper use of carburetor heat which resulted in a continuing loss of engine power, and the right landing gear's failure to extend during a single engine approach. A factor was the insufficient time available to extend the landing gear via the emergency extension procedure.

Findings

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

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2: FORCED LANDING
Phase of Operation: GO-AROUND (VFR)

Occurrence #3: WHEELS UP LANDING
Phase of Operation: GO-AROUND (VFR)

Findings

3. (C) LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
 4. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
 5. (F) EMERGENCY PROCEDURE - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

6. OBJECT - TREE(S)

Factual Information

On February 2, 1996, about 1830 eastern standard time, a Beech C-45G, N204AA, collided with trees during a forced landing near Blountville, Tennessee. The airplane was operated by Saber Aviation, Inc. under the provisions of Title 14 CFR Part 91, and instrument flight rules (IFR). Instrument meteorological conditions prevailed. An IFR flight plan was filed for the positioning flight. There were minor injuries to the airline transport pilot, and the airplane was substantially damaged. Origination of the flight was Madison, Indiana, about 1700 on the same day.

The pilot reported that as he overflew the Tri-Cities, Tennessee airport, at 9,000 feet, the right engine power slowly decreased, with the manifold pressure dropping from 28 inches to 25 inches. The airplane was in the clouds with an outside air temperature of about zero degrees Celsius. Right engine manifold heat was applied for a few seconds, with no noticeable difference in engine performance. The right magnetos were also checked with no obvious malfunctions noted. The left engine began to run roughly, manifold heat was applied to the left induction system and the roughness of the engine was eliminated. A descent for landing was initiated to the Tri-Cities airport. During the descent manifold heat was applied and removed several times, with no appreciable effect on the right engine. On short final approach, when the landing gear was extended, the right main gear did not indicate down. A go-around was initiated, during which the pilot discovered that the left manifold heat control was now stuck in the "ON" position. The pilot stated that with less than full power available on the left engine, and the right propeller unfeathered, the airplane could be climbed to about 200 feet. He flew the airplane until terrain clearance was no longer possible, then landed in a field, gear up. The airplane slid into trees and was substantially damaged.

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	40, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/23/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5400 hours (Total, all aircraft), 350 hours (Total, this make and model), 3108 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N204AA
Model/Series:	C-45G C-45G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	51-11522
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	12/29/1995, 100 Hour	Certified Max Gross Wt.:	10100 lbs
Time Since Last Inspection:	20 Hours	Engines:	2 Reciprocating
Airframe Total Time:	16972 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	R-985
Registered Owner:	SABER AVIATION, INC.	Rated Power:	450 hp
Operator:	SABER AVIATION, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	SBRA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	TRI, 1519 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1830 EST	Direction from Accident Site:	90°
Lowest Cloud Condition:	Thin Broken / 3800 ft agl	Visibility	2.5 Miles
Lowest Ceiling:	Overcast / 4700 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	2°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-9° C / -17° C
Precipitation and Obscuration:			
Departure Point:	MADISON, IN (IMS)	Type of Flight Plan Filed:	IFR
Destination:	CHARLOTTE, NC (CLT)	Type of Clearance:	IFR
Departure Time:	1700 EST	Type of Airspace:	Class E

Airport Information

Airport:	TRI-CITY REGIONAL (TRI)	Runway Surface Type:	Asphalt
Airport Elevation:	1519 ft	Runway Surface Condition:	
Runway Used:	5	IFR Approach:	Visual
Runway Length/Width:	7999 ft / 150 ft	VFR Approach/Landing:	Go Around

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS	Report Date:	09/09/1996
Additional Participating Persons:	ROCKY DAVIDSON		
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.ntsbt.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).