



Aviation Investigation Final Report

Location:	DIXON, Illinois	Accident Number:	CHI93LA058
Date & Time:	December 27, 1992, 09:15 Local	Registration:	N56KA
Aircraft:	BEECH 90	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE TRAINEE STATED SHE WAS FLYING FINAL APPROACH AT 95 KIAS WITH THE POWER SET AT APPROXIMATELY 400 POUNDS OF TORQUE. THE INSTRUCTOR PILOT COMMANDED THE TRAINEE TO GO AROUND. THE TRAINEE STATED SHE APPLIED FULL POWER. SHORTLY AFTER THE FULL POWER APPLICATION THE INSTRUCTOR PILOT STATED HE OBSERVED A LEFT YAW. THE INSTRUCTOR PILOT TOOK CONTROL OF THE AIRPLANE AND FEATHERED THE LEFT PROP. THE AIRPLANE CONTINUED ITS LEFT YAW/TURN UNTIL GROUND COLLISION. APPROXIMATELY 120 DEGREES TO THE LEFT OF THE RUNWAY HEADING. TEAR DOWN OF THE LEFT ENGINE AND ITS CONTROLS REVEALED NOTHING WHICH WOULD HAVE CAUSED A POWERPLANT FAILURE. THE AIRCRAFT OPERATING MANUAL STATES THE FINAL APPROACH SPEED OF THE AIRPLANE SHOULD BE 96 KIAS. V-MC IN THE AIRPLANE IS 86 KIAS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INSTRUCTOR PILOT NOT MAINTAINING DIRECTIONAL CONTROL FOLLOWING ENGINE SHUT DOWN AND NOT PERFORMING REMEDIAL ACTION OF A POWER REDUCTION TO REGAIN DIRECTIONAL CONTROL, AS PRESCRIBED BY HIS COMPANY'S TRAINING MANUAL, ONCE THE AIRPLANE BEGAN TO YAW/TURN TO THE LEFT.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
2. (C) REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	38, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
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:	September 10, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7100 hours (Total, all aircraft), 1100 hours (Total, this make and model), 6750 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N56KA
Model/Series:	90 90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	LW46
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	November 21, 1992 AAIP	Certified Max Gross Wt.:	10100 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	7385 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6-28
Registered Owner:	PLANEMASTER SERVICES, INC.	Rated Power:	550 Horsepower
Operator:	PLANEMASTER SERVICES, INC.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	DPUA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RFD ,736 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	08:50 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Clear	Visibility	13 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	16 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-5°C / -11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WEST CHICAGO , IL (DPA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	DIXON MUNICIPAL C73	Runway Surface Type:	Asphalt
Airport Elevation:	785 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	2803 ft / 75 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.839931,-89.469154(est)

Administrative Information

Investigator In Charge (IIC):	Gattolin, Frank
Additional Participating Persons:	DONALD BRIGHAM; WEST CHICAGO , IL DENNIS ROBICHAUD; ROSCOE , IL ALEX HALL; LOUNGUEIL CANAD TOM CYR; ROCKFORD , IL
Original Publish Date:	June 21, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=15642

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).