



# Aviation Investigation Final Report

<b>Location:</b>	SALEM, Ohio	<b>Accident Number:</b>	NYC91LA195
<b>Date &amp; Time:</b>	July 31, 1991, 16:00 Local	<b>Registration:</b>	N9674R
<b>Aircraft:</b>	BEECH C50	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE TWIN ENGINE AIRPLANE WAS ON FINAL APPROACH AND THE PILOT NOTED THAT THE RIGHT ENGINE WOULD NOT GO BELOW HALF POWER. THE AIRPLANE WAS LANDED AND THE PILOT ELECTED TO ABORT. AFTER ROTATION, THE RIGHT ENGINE FAILED. THE PILOT RAISED THE LANDING GEAR AND ATTEMPTED TO FLY AROUND THE TRAFFIC PATTERN ON ONE ENGINE. THE RIGHT PROPELLER WOULD NOT FEATHER AND THE AIRPLANE WOULD NOT CLIMB. THE PILOT AVOIDED SEVERAL TREE LINES BEFORE DESCENDING GEAR UP INTO A FIELD OF CROPS AND SLID ONTO A ROAD. EXAMINATION OF THE AIRPLANE REVEALED THAT THE CASTLE NUT HAD BACKED OFF THE RIGHT ENGINE'S CARBURETOR AND THE LINKAGE DISCONNECTED. THERE WAS NO COTTER PIN INSTALLED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: ENGINE FAILURE AS A RESULT OF IMPROPER MAINTENANCE AND FAILURE OF THE PROPELLER FEATHERING SYSTEM FOR AN UNDETERMINED REASON. FACTORS WERE AIRCRAFT POOR CLIMB PERFORMANCE AS RESULTED OF THE UNFEATHERED PROPELLER AND OBSTRUCTIONS WHICH PREVENTED A RETURN TO THE AIRPORT.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. THROTTLE/POWER LEVER, LINKAGE - BINDING (MECHANICAL)
2. ABORTED LANDING - PERFORMED - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: GO-AROUND (VFR)

Findings

3. (C) THROTTLE/POWER LEVER, LINKAGE - DISCONNECTED
4. (F) MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - EMERGENCY

Findings

5. (F) AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - INADEQUATE
6. (C) PROPELLER FEATHERING - ATTEMPTED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight engineer	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<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 1 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 19, 1991
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	14000 hours (Total, all aircraft), 150 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N9674R
<b>Model/Series:</b>	C50 C50	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	CH-201
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Unknown	<b>Certified Max Gross Wt.:</b>	6000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	GO-480-F1A6
<b>Registered Owner:</b>	WEBBER REFRIGERATION INC.	<b>Rated Power:</b>	275 Horsepower
<b>Operator:</b>	JOHN M. WEBBER	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	YNG ,997 ft msl	<b>Distance from Accident Site:</b>	8 Nautical Miles
<b>Observation Time:</b>	15:50 Local	<b>Direction from Accident Site:</b>	10°
<b>Lowest Cloud Condition:</b>	Scattered / 6500 ft AGL	<b>Visibility</b>	25 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	NORTH BENTON , OH (4G3)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Airport advisory area;Class E

## Airport Information

<b>Airport:</b>	SALEM 38D	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1160 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	28	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3500 ft / 50 ft	<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	40.899795,-80.849807(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Yurman, Alan
<b>Additional Participating Persons:</b>	ROBERT TAYLOR; CLEVELAND , OH
<b>Original Publish Date:</b>	April 27, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=36976">https://data.nts.gov/Docket?ProjectID=36976</a>

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