Aviation Investigation Final Report

Location:	SARASOTA, Florida	**Accident Number:**	MIA96FA099
Date & Time:	March 15, 1996, 16:33 Local	**Registration:**	N2300W
Aircraft:	BEECH A23A	**Aircraft Damage:**	Destroyed
Defining Event:		**Injuries:**	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was in radio contact with ATC for traffic advisories, and was observed on radar maneuvering between 2,400 feet and 2,300 feet. The pilot stated 'mayday november two three zero zero whiskey is in a stall in a spin.' A witness driving near the accident site observed the airplane descending in a vertical spiral to the left. Examination of the crash site revealed the airplane collided with the ground in a near vertical descent, 35 degree nose-down attitude, with no evidence of forward motion.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain airspeed while maneuvering (VSO) resulting in an inadvertent in-flight loss of control (stall/spin) and subsequent in-flight collision with terrain.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings
1. (C) AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
2. STALL/SPIN - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings
3. TERRAIN CONDITION - GROUND

Factual Information

HISTORY OF FLIGHT

On March 15, 1996, about 1633 eastern standard time, a Beech A23A, N2300W, registered to a private owner, operating as 14 CFR Part 91 personal flight, crashed while maneuvering about 14 miles east of Sarasota, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The airplane was destroyed and a postcrash fire ensued. The private pilot was fatally injured. The flight originated from the Sarasota-Bradenton Airport about 30 minutes before the accident.

Review of Tampa Air Traffic Control transcripts revealed N2300W had terminated radar service 15 miles east of Sarasota, Florida, and requested to remain on frequency for traffic advisories. At 1631, the pilot of N2300W stated, "mayday november two three zero zero whiskey is in a stall in a spin." A pilot who heard the transmission transmitted, "opposite rudder mayday opposite rudder get that nose down get it out of the spin." There were no other recorded transmissions from N2300W.

PERSONNEL INFORMATION

The wife of the deceased pilot stated her husbands pilot logbook was located in his flight bag which was kept in the airplane. Additional information pertaining to the pilot is contained in NTSB Form 6120.4.

AIRCRAFT INFORMATION

Review of the aircraft logbooks revealed the last annual inspection was conducted on July 3, 1995. The tach time was 534.73 and the total time in service was 2115.73. The total time since major overhaul of the engine was 1074.73. The last known recorded work order on N2300W was on January 23, 1996, at a tach time of 596.25. The tachometer was consumed by the postcrash fire. Additional information pertaining to the airplane is contained in NTSB Form 6120.4.

METEOROLOGICAL INFORMATION

Visual meteorological conditions prevailed at the time of the accident. For additional information see NTSB Form 6120.4.

WRECKAGE AND IMPACT INFORMATION

Examination of the crash site indicated the airplane collided with the ground in a near

vertical descent, 35 degree nose-down attitude, with no evidence of forward motion rotating around its vertical axis to the left. The airplanes longitudinal axis was found to be at rest on a heading of 041 degrees magnetic.

The propeller and engine were displaced to the right. The propeller had separated aft of the propeller flange. Both propeller blades had evidence of torsional twisting, "s" bending, and were bent forward. One propeller blade was imbedded in the ground with evidence of chordwise scarring. The left wing was displaced aft and the right wing was accelerated forward. Both fuel tanks were ruptured during the impact sequence.

Examination of the airframe, flight control system, and engine assembly revealed no evidence of a precrash mechanical failure or malfunction. All components necessary for flight were present at the crash site. Continuity of the flight control system was confirmed for pitch, roll, and yaw. All engine accessories sustained fire damage. The fuel pump would not rotate by hand and the fuel pump coupling was intact. The mixture control lever was in the full rich position and the throttle body had been consumed by fire. The fuel manifold screen was not contaminated, and the fuel nozzles were unobstructed. Both magnetos could be rotated by hand. The top spark plugs were removed from cylinders 1, 2, 3, and 4. The spark plug electrodes, revealed the color, wear, and deposits were normal. The oil sump was crushed upward.

MEDICAL AND PATHOLOGICAL INFORMATION

Postmortem examination of the pilot was conducted by Dr. W. Pearson Clack, Medical Examiner's Office, Sarasota, Florida, on March 16, 1996. The cause of death was multiple injuries of blunt trauma. Postmortem toxicology studies of specimens from the pilot were performed by Sarasota Memorial Hospital. These studies were negative for alcohol and positive for caffeine and an unidentified compound. The specimens were not tested for basic, acidic, and neutral drugs.

TEST AND RESEARCH

Review of Tampa ATCT continuous data recording radar revealed N2300W was observed on radar at 1630:04, heading 090 degrees, with a ground speed of 102 mph, at 2,400 feet. At 1630:13, the ground speed decreased to 98 mph, and the airplane turned to the right to a heading of 110 degrees. At 1630:18, the airspeed continued to decrease. The airplane turned back to the left to 090 degrees, and back to the right to 130 degrees. At 1630:36, the airplane starts a continuous turn to the left. The last radar return was received at 1631:18. The airplane was at 1,800 feet, heading 060 degrees, with a ground speed of 74 mph.

The Pilot's Operating Handbook for the Beechcraft A23A, Section 5, Performance, states at a gross weight of 2,400 pounds, flaps-up, 30-degree bank, the airplane will stall at 77 mph or 67 knots. Performance data provided by Beechcraft revealed at a gross weight of 2,000 pounds, 15 degree flaps, 30 degree angle of bank, the airplane will stall at 58 knots. At a 60-

degree bank, the airplane will stall at 72 knots.

ADDITIONAL INFORMATION

The airplane wreckage was released to Mr. Don Huntington, Quality Aircraft Salvage, Groveland, Florida, on March 17, 1996. The airplane logbooks were released to Mr. Tyler Dedman, Sample International Inc., on March 28, 1996.

Pilot Information

Certificate:	Private	**Age:**	54,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	January 27, 1995
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	223 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	**Registration:**	N2300W
Model/Series:	A23A A23A	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	M-901
Landing Gear Type:	Tricycle	**Seats:**	2
Date/Type of Last Inspection:	July 3, 1995 Annual	**Certified Max Gross Wt.:**	2400 lbs
Time Since Last Inspection:	61 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	2177 Hrs	**Engine Manufacturer:**	Continental
ELT:	Installed, not activated	**Engine Model/Series:**	IO-346A
Registered Owner:	WILLIAM J. CONNER	**Rated Power:**	165 Horsepower
Operator:		**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	SRQ ,28 ft msl	**Distance from Accident Site:**	14 Nautical Miles
Observation Time:	15:47 Local	**Direction from Accident Site:**	285°
Lowest Cloud Condition:	Clear	**Visibility**	20 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	10 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	210°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	21°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	, FL (SRQ)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	15:53 Local	**Type of Airspace:**	Class E

Airport Information

Airport:		**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	
Runway Used:	0	**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	**Aircraft Damage:**	Destroyed
Passenger Injuries:		**Aircraft Fire:**	On-ground
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Fatal	**Latitude, Longitude:**	27.259984,-82.539382(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	STANLEY F OKON; ORLANDO , FL PAUL E YOOS; WICHITA , KS GEORGE HOLLINGSWORTH; RESTON , VA
Original Publish Date:	July 11, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=37900