



# Aviation Investigation Final Report

<b>Location:</b>	CLINTON, North Carolina	<b>Accident Number:</b>	MIA96LA167
<b>Date &amp; Time:</b>	June 27, 1996, 19:45 Local	<b>Registration:</b>	N112G
<b>Aircraft:</b>	Beech B55B	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The flight had lifted off of runway 6, and had climb to an altitude of about 200 feet above the ground, when the airplane's right engine lost power, drifted to the right, and struck trees. The pilot stated, there was no warning of any engine trouble, and that he did not have time to feather the propeller, or retract the landing gear. He further stated, '...shortly after leaving the runway the engine quit and the plane started veering right toward the wooded area and went down....' According to the passenger, 'shortly after taking off...the plane started quick[ly] dropping and jerking.' The pilot told her to hold on, and 'took the plane down in wooded area.' Both engines were test run without any discrepancies.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a loss of right engine power for undetermined reasons, resulting in the pilot losing control of the airplane and impact with trees.

### Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF

#### Findings

1. (C) POWERPLANT - UNDETERMINED
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

-----  
Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY  
-----

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. OBJECT - TREE(S)

## Factual Information

On June 27, 1996, about 1945 eastern daylight time, a Beech B55B, N112G, registered to a private owner, operating as a 14 CFR Part 91, personal flight, crashed in the vicinity of Clinton, North Carolina. Visual meteorological conditions prevailed and no flight plan was filed. The airplane was destroyed. The commercial pilot received minor injuries, and one passenger was not injured.

The flight, which was en route to Concord, North Carolina, had lifted off of runway 6, and had climbed to an altitude of about 200 feet above the ground, when the pilot reported that the airplane's right engine lost power. The airplane drifted to the right, and struck trees. The pilot stated, there was no warning of any engine trouble, and that he did not have time to feather the propeller, or retract the landing gear. He further stated, "...shortly after leaving the runway the engine quit and the plane started veering right toward the wooded area and went down...."

According to the passenger, "shortly after taking off...the plane started quick[ly] dropping and jerking." The pilot told her to hold on, and "took the plane down in wooded area."

Both engines were test run under the supervision of the FAA, at Piedmont Aviation's facilities, Winston-Salem, North Carolina, on August 13-14, 1996. Both engines ran without any discrepancies.

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	28, 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>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 1, 1995
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2300 hours (Total, all aircraft), 250 hours (Total, this make and model), 1900 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N112G
<b>Model/Series:</b>	B55B B55B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TC-769
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	5100 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-470
<b>Registered Owner:</b>	JIM PALMER AICRAFT SALES	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>		<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>	FAY ,140 ft msl	<b>Distance from Accident Site:</b>	40 Nautical Miles
<b>Observation Time:</b>	19:45 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	70°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	CONCORD , NC (3N8 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	19:45 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	SAMPSON COUNTY CTZ	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	148 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	6	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4220 ft / 75 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	34.999515,-78.330078(est)

## Administrative Information

**Investigator In Charge (IIC):** Yurman, Alan

**Additional Participating Persons:**

**Original Publish Date:** December 16, 1996

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=38038>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).