



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Roosevelt, Utah	<b>Accident Number:</b>	DEN04LA128
<b>Date &amp; Time:</b>	August 20, 2004, 06:30 Local	<b>Registration:</b>	N120F
<b>Aircraft:</b>	Beech 95-B55	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

According to the pilot, the left engine began to run rough shortly after departing runway 07. He noticed a loss in indicated fuel pressure and within a few moments, the left engine lost power and then quit. The pilot made several unsuccessful attempts to restart the engine. The pilot attempted an immediate left turn to return to the airport. The 270-degree left turn resulted in a loss of altitude and improper line-up with runway 25. The pilot completed a 90-degree right turn as the airplane crossed the airport's access road. The airplane continued to descend as it struck several trees and impacted terrain southwest of the airport. The impact separated both engines and the nose and main landing gear assemblies from the fuselage. Approximately 3 feet of the outboard section of each wing was crushed upwards and aft. According to an FAA inspector, the mixture was in the full rich position and the fuel boost pumps were off. Although the airplane's right wing was compromised, there was visible fuel in the left wing.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the loss of engine power for undetermined reasons. A contributing factor was the lack of suitable terrain for a forced landing.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: CLIMB

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

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

### Findings

2. OBJECT - TREE(S)

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE

4. TERRAIN CONDITION - GROUND

## Factual Information

On August 20, 2004, at approximately 0630 mountain daylight time, a Beech 95-B55, N120F, piloted by a private pilot, was substantially damaged during a forced landing after takeoff from Roosevelt Municipal Airport (74V), Roosevelt, Utah. The pilot, the sole occupant on board, received minor injuries. Visual meteorological conditions prevailed at the time of the accident. The personal cross-country flight was being conducted under the provisions of Title 14 CFR Part 91 without a flight plan. The flight was originating at the time of the accident.

According to the pilot, the left engine began to run rough shortly after departing runway 07. He noticed a loss in indicated fuel pressure and within a few moments, the left engine lost power and then quit. The pilot said that he adjusted the mixture and made several unsuccessful attempts to restart the engine. The pilot attempted to return to the airport, but he was unable to maintain altitude, and was forced to land in a field southwest of the airport.

According to an FAA inspector, the pilot attempted an immediate left turn to return to the airport. The 270-degree left turn resulted in a loss of altitude and improper line-up with runway 25. The pilot completed a 90-degree right turn as the airplane crossed the airport's access road. The airplane continued to descend as it struck several trees and impacted terrain southwest of the airport. The impact separated the nose and main landing gear assemblies from the fuselage. Approximately 3 feet of the outboard section of each wing was crushed upwards and aft. Both engines were separated from the airplane.

According to the inspector, the pilot stated that he visually checked both tanks for fuel before takeoff. During the initial climb, the pilot kept the mixture in the full rich position and did not turn the fuel boost pumps on after the left engine began to run rough. Although the airplane's right wing was compromised, there was visible fuel in the left wing.

The airplane's last annual inspection was performed on March 3, 2004, at a tachometer reading of 416.8 hours. The tachometer reading at the time of the accident was 417.3 hours.

According to the inspector, the pilot's logbook showed approximately 1,268 hours of flight time, of which 326 hours were in a Beech 95-B55, including 7.2 hours since March 18, 2004, that was logged in N120F.

On November 17, 2004, an examination of the left engine revealed that the engine's oil pan and exhaust manifold were crushed upward, the intake manifold was crushed aft and the left magneto was separated from the engine. Due to impact damage, a test-run of the engine could not be accomplished. The propeller spinner was crushed aft and twisted in a counter-clockwise direction. Both propeller blades showed torsional bending and chordwise scratches. Engine continuity was confirmed.

The pilot did not provide a Pilot Operator Aircraft Accident Report (NTSB form 6120.1/2) for this accident.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	61,Male
<b>Airplane Rating(s):</b>	Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	October 7, 2003
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1268 hours (Total, all aircraft), 326 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N120F
<b>Model/Series:</b>	95-B55	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TC-684
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	March 3, 2004 Annual	<b>Certified Max Gross Wt.:</b>	5400 lbs
<b>Time Since Last Inspection:</b>	0.5 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	4491 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-470
<b>Registered Owner:</b>	Leon Ross Drilling and Construction Inc.	<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KVEL,3295 ft msl	<b>Distance from Accident Site:</b>	31 Nautical Miles
<b>Observation Time:</b>	06:53 Local	<b>Direction from Accident Site:</b>	65°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots / 0 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	280°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.15 inches Hg	<b>Temperature/Dew Point:</b>	11°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Roosevelt, UT (74V )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Roosevelt, UT (GJT )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	06:20 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Roosevelt Municipal 74V	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	5172 ft msl	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	40.279907,-109.999298(est)

## Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	Brent Robinson; Federal Aviation Administration ; Denver, CO
Original Publish Date:	March 30, 2005
Last Revision Date:	
Investigation Class:	<a href="#">Class</a>
Note:	
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=59960">https://data.nts.gov/Docket?ProjectID=59960</a>

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