



Aviation Investigation Final Report

Location:	ATLANTA, Georgia	Accident Number:	ATL88FA032
Date & Time:	November 8, 1987, 22:50 Local	Registration:	N616G
Aircraft:	BEECH 95C-55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

ACFT WAS BEING POSITIONED TO BEGIN CARGO REVENUE FLT. AS ACFT TURNED FINAL AND LDG GEAR HANDLE WAS PUT IN DOWN POSITION PIC NOTED DIMMING OF ALL LIGHTS & COMMUNICATIONS WERE LOST. PIC UNAWARE GEAR WERE STILL RETRACTED UNTIL PROP TIPS CONTACTED RWY. DURING LANDING SLIDE LEFT INBOARD FUEL TANK DRAIN SHEARED AWAY, FUEL LEAKED FROM TANK, AND WAS IGNITED. PIC RPTED HE ELECTED TO LAND VICE GO-AROUND BECAUSE HE WAS IN A TCA WITH NO COMMUNICATIONS AND NO LIGHTS. INVESTIGATION FAILED TO REVEAL ELECTRICAL MALFUNCTION. OPERATOR STATED IT WAS NORMAL PRACTICE TO START ENGINES WITH ALTERNATORS OFF. CIRCUMSTANCES WERE CONSISTENT WITH LOSS OF ALTERNATORS AND BATTERY ONLY OPERATION. ALTERNATORS TESTED OK DURING POST ACCIDENT CHECK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. ELECTRICAL SYSTEM - FAILURE, TOTAL

2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2: GEAR NOT EXTENDED

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

4. GEAR EXTENSION - ATTEMPTED - PILOT IN COMMAND
5. (F) EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	35, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 19, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5500 hours (Total, all aircraft), 130 hours (Total, this make and model), 4500 hours (Pilot In Command, all aircraft), 123 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N616G
Model/Series:	95C-55 95C-55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TE450
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	September 28, 1987 100 hour	Certified Max Gross Wt.:	5300 lbs
Time Since Last Inspection:	87 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	8424 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520
Registered Owner:	BRUCE & MARK MC SWIGGAN	Rated Power:	285 Horsepower
Operator:	BRUCE & MARK MC SWIGGAN	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	AT70

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	ATL ,1010 ft msl	Distance from Accident Site:	
Observation Time:	22:48 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Broken / 5500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GRIFFIN , GA (6A2)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	IFR
Departure Time:	22:36 Local	Type of Airspace:	Class E

Airport Information

Airport:	WILLIAM B HARTSFIELD ATL	Runway Surface Type:	Concrete
Airport Elevation:	1026 ft msl	Runway Surface Condition:	Dry
Runway Used:	8L	IFR Approach:	None
Runway Length/Width:	9000 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Hicks, Preston
Additional Participating Persons:	KAREN N BURNETT; ATLANTA , GA FLOYD A ZWAHL; WICHITA , KS
Original Publish Date:	December 27, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=7564

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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](#).