



Aviation Investigation Final Report

Location:	IRMO, South Carolina	Accident Number:	ATL91FA116
Date & Time:	June 21, 1991, 09:00 Local	Registration:	N36743
Aircraft:	BEECH 95-B55	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE FLIGHT DEPARTED THE COLUMBIA, SOUTH CAROLINA AIRPORT ON AN IFR FLIGHT PLAN TO GREER, SOUTH CAROLINA. THE WEATHER AT THE TIME WAS VFR. THE PILOT DID NOT REPORT ANY PROBLEMS TO AIR TRAFFIC CONTROL PRIOR TO THE CRASH, AND ALL RADIO CONVERSATION WITH THE PILOT WAS NORMAL. RADAR DATA SHOWED THE AIRCRAFT CLIMBED TO 4000 FEET AND LEVELED OFF AT THAT ALTITUDE FOR A BRIEF PERIOD. THE AIRCRAFT THEN BEGAN A SHALLOW DESCENT AND DISAPPEARED FROM THE RADAR. THE PILOT DID NOT RESPOND TO RADIO CALLS AFTER THE DESCENT BEGAN. THE AIRCRAFT CRASHED INTO A RESIDENTIAL AREA ABOUT NINE MILES FROM THE COLUMBIA AIRPORT. THE WRECKAGE WAS DISTRIBUTED OVER AN AREA ABOUT 300 FEET IN LENGTH. THERE WAS NO EVIDENCE OF MALFUNCTION OF THE AIRCRAFT FLIGHT CONTROLS OR CATASTROPHIC ENGINE FAILURE PRIOR TO THE CRASH. WITNESSES REPORTED THE AIRCRAFT WAS IN A NOSE DOWN ATTITUDE OF ABOUT 30 DEGREES PRIOR TO THE IMPACT. THE PILOT HAD IN EXCESS OF 2000 HOURS OF FLIGHT TIME, AND HAD FLOWN AIRCRAFT PREVIOUSLY IN THE MILITARY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF CONTROL OF THE AIRCRAFT FOR UNDETERMINED REASON(S).

Findings

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

2. OBJECT - TREE(S)
3. OBJECT - RESIDENCE

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	55, 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):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 9, 1990
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2386 hours (Total, all aircraft), 4 hours (Total, this make and model), 2037 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N36743
Model/Series:	95-B55 95-B55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC2335
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	June 1, 1991 Annual	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	4 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	1182 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470
Registered Owner:	CUBCO, INC.	Rated Power:	260 Horsepower
Operator:	CUBCO, INC.	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:	CAE ,236 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	08:50 Local	Direction from Accident Site:	150°
Lowest Cloud Condition:	Scattered / 1000 ft AGL	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	COLUMBIA , SC (CAE)	Type of Flight Plan Filed:	IFR
Destination:	GREER , SC (GSP)	Type of Clearance:	IFR
Departure Time:	08:50 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	34.089439,-81.179267(est)

Administrative Information

Investigator In Charge (IIC):	Sasser iii, Roff
Additional Participating Persons:	DICK HITT; COLUMBIA , SC JERRY STAAB; WICHITA , KS GEORGE HOLLINGSWORTH; MOBILE , AL ROGER STALLKAMP; PIQUA , OH
Original Publish Date:	January 25, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8326

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](#).