



Aviation Investigation Final Report

Location:	LAFAYETTE, Indiana	Accident Number:	CHI93LA297
Date & Time:	August 7, 1993, 19:00 Local	Registration:	N958MQ
Aircraft:	BEECH 95-B55B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING INITIAL CLIMB FROM A TOUCH AND GO LANDING THE AIRPLANE SUSTAINED A LOSS OF ENGINE POWER ON THE RIGHT ENGINE. THE PILOT WAS UNABLE TO OBTAIN A POSITIVE CLIMB RATE AND THE AIRPLANE DESCENDED INTO TERRAIN OFF THE RUNWAY. A POST ACCIDENT EXAMINATION OF THE ENGINE FAILED TO REVEAL ANY PRE-EXISTING ANOMALIES WHICH WOULD HAVE RESULTED IN THE POWER LOSS.

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 reason or reasons undetermined.

Findings

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

Findings

1. 1 ENGINE
 2. (C) REASON FOR OCCURRENCE UNDETERMINED
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Findings

3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
4. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND

Factual Information

On August 7, 1993, at 1900 eastern standard time, a Beech 95-B55B, N958MQ, registered to and operated by Lawrence B. Schmidt of Lafayette, Indiana, experienced a partial loss of engine power during a touch and go landing to the east on a private strip near Lafayette, Indiana. The airplane sustained substantial damage on impact with the terrain. The pilot and two passengers reported no injuries. The local personal 14 CFR Part 91 flight was being conducted in visual meteorological conditions. No flight plan was on file. The flight originated at 1830.

The pilot told Federal Aviation Administration (FAA) inspectors that the right engine had quit during takeoff. A post accident examination of that engine failed to reveal the reason for the power failure. An FAA inspector's report is attached to this report.

Pilot Information

Certificate:	Airline transport	Age:	Male
Airplane Rating(s):	Single-engine land; Single-engine sea; 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 multi-engine	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 7, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	28000 hours (Total, all aircraft), 400 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N958MQ
Model/Series:	95-B55B 95-B55B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC-1223
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	October 11, 1992 Annual	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	14 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2906 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470-L
Registered Owner:	SCHMIDT, LAWRENCE B.	Rated Power:	260 Horsepower
Operator:	SCHMIDT, LAWRENCE B.	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:	LAF ,606 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	19:17 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	18:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	TIMBERHOUSE 31IN	Runway Surface Type:	Grass/turf
Airport Elevation:	728 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	2700 ft / 100 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	40.420001,-86.770942(est)

Administrative Information

Investigator In Charge (IIC):	Wilson, Stephen
Additional Participating Persons:	GILBERT RILEY; INDIANAPOLIS , IN
Original Publish Date:	July 25, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=9263

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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](#).