



Aviation Investigation Final Report

Location:	Casey, Illinois	Accident Number:	CEN16LA119
Date & Time:	February 27, 2016, 10:30 Local	Registration:	N88FL
Aircraft:	Beech 95 C55	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was conducting a cross-country flight in a multiengine airplane; he entered the pattern on the crosswind leg and set the mixture and power for landing and extended the flaps. He reported that the right engine "sputtered" while the airplane was abeam the runway threshold. The pilot immediately checked the power levers, pushed the mixture controls to full. As he turned onto the base leg of the traffic pattern, the right engine lost power. He further reported that, during the turn to the final leg of the traffic pattern, the left engine also sputtered, and then experienced a total loss of power. The pilot extended the flaps to the final setting, lowered the landing gear, and pushed the airplane's nose over to "make the runway." The pilot said that he "flared then bounced, floated and bounced again." The airplane ran off the paved surface, flew over a ditch and touched down in a plowed field where all three landing gear collapsed.

Postaccident examination revealed that the airplane touched down on the 1,400-foot-long parallel taxiway, rather than the runway, and continued off the taxiway, where it came to rest. During recovery of the airplane from the accident site, 25 gallons of fuel was drained from each of the main fuel tanks. The airplane's engines were run on a test stand at the manufacturer's facility. Both engines exhibited normal operation through all power settings. No other system anomalies were found with the airplane.

It is likely the pilot, distracted by the reported loss of power on both engines, mistook the parallel taxiway for the runway. On touching down, he quickly ran out of hard surface and pulled the airplane back into the air. He subsequently touched down beyond the perimeter road about taxiway into soft ground, collapsing the landing gear and resulting in the damage to the airplane's forward fuselage and right wing.

Probable Cause and Findings

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

The pilot's inadvertent landing on a taxiway after a reported loss of engine power in both engines, which resulted in an overrun of the paved surface. The reason for the loss of engine power could not be determined because a postaccident test run of the engines did not reveal any anomalies that would have precluded normal operation.

Findings

Not determined	(general) - Unknown/Not determined
Personnel issues	Attention - Pilot
Personnel issues	Identification/recognition - Pilot
Aircraft	Airspeed - Not attained/maintained

Factual Information

History of Flight

Approach-VFR pattern base	Loss of engine power (partial)
Landing	Runway excursion (Defining event)

On February 27, 2016 about 1030 Central Standard Time, a Beech 95-C55 airplane, N88FL, impacted in a field while attempting to land at the Casey Municipal Airport (1H8), Casey, Illinois. The pilot and passenger on board were not injured and the airplane was substantially damaged. The airplane was registered to DBI Properties LLC and operated by a private individual under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed for the cross country flight that operated on an instrument flight rules flight plan. The flight originated from the Birmingham-Shuttlesworth International Airport (BHM), Birmingham, Alabama, at 0720.

The pilot reported having difficulty visually locating the airport and had to ask Air Traffic Control (ATC) for vectors to the airport twice. After finally locating the airport, the pilot reported that he entered that traffic pattern on the crosswind leg and extended his downwind leg because of the excessive speed. He set the mixture and throttle controls for landing and extended flaps to the approach setting abeam the threshold for runway 04. At that time the right engine "sputtered". The pilot immediately checked the throttle levers and advanced the mixtures to full forward. As he turned onto the base leg, the right engine lost power. The pilot continued the landing pattern making a turn onto final approach. As he was making the turn, the left engine "sputtered and then shut down." The pilot extended the flaps to the final setting, lowered the landing gear, and pushed the airplane's nose over to "make the runway." The pilot said that he "flared then bounced, floated and bounced again. I saw a ditch at the end of the runway so I flew over it and the [airport] perimeter road, touching down in a plowed field. The [landing] gear caught in the rough ground and all three struts collapsed."

The Federal Aviation Administration conducted an on scene examination of the airport and the airplane. The taxiway that paralleled runway 04 showed tire marks that went off the taxiway into the adjacent field where the taxiway curved toward the runway. Two taxiway lights were found broken along what would have been the airplane's path. The tire marks ended and then were seen again in a plowed and muddy field just beyond the airport perimeter road. The tire marks continued for about 1,500 ft to where the airplane came to rest.

An examination of the airplane showed the nose gear and right main landing gear collapsed. The left main gear was bent and broken outboard of the wheel well. The airplane's right wing spar was bent upward outboard of the aileron and the forward fuselage bulkheads at the nose wheel well showed upward crushing and bending. Both propellers were feathered and the propeller controls were in the feather position. When examined at the scene, there was no fuel in the left main tank or left auxiliary tank. The right main tank was full of fuel. The right auxiliary fuel tank was partially full, with a fuel level about an inch from the bottom of the tank. Both fuel selectors were on the respective left and right main fuel tanks positions. No anomalies were found with the airplane's systems at the scene. The engines were retained for later examination.

On March 3, 2016, AMF Aviation, LLC, recovered the airplane from the accident scene. Prior to moving the airplane, 25 gallons of fuel (50 total gallons) was removed from each of the two main fuel tanks. The representative for AMF Aviation reported the fuel was clean 100 low lead.

Casey Municipal Airport is located on the west-northwest side of the town of Casey, Illinois. The field elevation is 653 ft msl. Its principal runway is 04/22, which is 4,001 ft long by 75 ft wide. It is asphalt surfaced with medium intensity edge lighting. A taxiway parallels runway 04 to the north and begins about 2,700 ft from the approach end of the runway. The taxiway measures about 1,400 ft in length to where it curves to the right and proceeds perpendicularly to the runway. A 12-ft wide perimeter road is located 487 ft from the departure end of runway 04.

At 0853, the reported weather conditions at Coles County Memorial Airport (MTO), Mattoon/Charleston, Illinois, 16 nm northwest of 1H8, were wind 180 at 10 knots, clear skies, visibility 9 statute miles temperature 34 degrees Fahrenheit (F), dew point 28 degrees F, and altimeter 30.09 inches of Mercury.

Both engines were examined at Continental Motors, Incorporated, Mobile, Alabama, on June 13, 14, and 15, 2016. Each engine was mounted on a test stand, connected to fuel and electrical sources, started, and run for approximately 30 minutes. Both engines showed normal operation through all power settings.

Pilot Information

Certificate:	Commercial	Age:	58, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	July 31, 2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 11, 2015
Flight Time:	1978 hours (Total, all aircraft), 327 hours (Total, this make and model), 1850 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N88FL
Model/Series:	95 C55 UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:	1966	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TE-269
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 27, 2016 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	Reciprocating
Airframe Total Time:	4681.7 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-CB
Registered Owner:	On file	Rated Power:	285 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MTO,722 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	08:53 Local	Direction from Accident Site:	315°
Lowest Cloud Condition:	Clear	Visibility	9 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	1°C / -2°C
Precipitation and Obscuration:			
Departure Point:	Birmingham, AL (BHM)	Type of Flight Plan Filed:	IFR
Destination:	Casey, IL (1H8)	Type of Clearance:	IFR
Departure Time:	07:20 Local	Type of Airspace:	Class E

Airport Information

Airport:	Casey Municipal Airport 1H8	Runway Surface Type:	Asphalt
Airport Elevation:	653 ft msl	Runway Surface Condition:	Dry
Runway Used:	04	IFR Approach:	None
Runway Length/Width:	4001 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.306388,-87.998886(est)

Administrative Information

Investigator In Charge (IIC):	Bowling, David
Additional Participating Persons:	Stephanie Williams; Federal Aviation Administration; Springfield, IL John Kent; Continental Motors; Mobile, AL
Original Publish Date:	October 6, 2016
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=92806

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](#).