National Transportation Safety Board
Aviation Accident Data Summary

Location:	BLOUNTVILLE, TN	**Accident Number:**	ATL96LA044
Date & Time:	02/02/1996, 1830 EST	**Registration:**	N204AA
Aircraft:	Beech C-45G	**Injuries:**	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

The pilot reported that as he overflew the Tri-City airport, Tennessee at 9,000 feet, the right engine power slowly decreased. The airplane was in the clouds with an outside air temperature of about zero degrees Celsius. Right engine manifold heat was applied for a few seconds, with no noticeable difference in engine performance. The right magnetos were also checked with no obvious malfunctions noted. A descent for landing was initiated to the Tri-City airport and manifold heat was applied and removed several times, with no appreciable effect. On short final approach, when the landing gear was extended, the right main gear did not indicate down. There was insufficient time to perform the emergency gear extension procedure. A go-around was initiated, during which the pilot discovered that the left manifold heat control was now stuck in the 'ON' position. The pilot stated that with less than full power available on the left engine, and the right propeller unfeathered, the airplane could be climbed to about 200 feet. He flew the airplane until terrain clearance was no longer possible, then landed in a field, gear up. The airplane slid into trees and was substantially damaged.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
the pilot's improper use of carburetor heat which resulted in a continuing loss of engine power, and the right landing gear's failure to extend during a single engine approach. A factor was the insufficient time available to extend the landing gear via the emergency extension procedure.

Findings

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

Findings
1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: GO-AROUND (VFR)

Occurrence #3: WHEELS UP LANDING
Phase of Operation: GO-AROUND (VFR)

Findings
3. (C) LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
4. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND

5. (F) EMERGENCY PROCEDURE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings
6. OBJECT - TREE(S)

Pilot Information

Certificate:	Airline Transport; Flight Instructor	**Age:**	40
Airplane Rating(s):	Multi-engine Land; Single-engine Land	**Instrument Rating(s):**	Airplane
Other Aircraft Rating(s):	None	**Instructor Rating(s):**	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	5400 hours (Total, all aircraft), 350 hours (Total, this make and model), 3108 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N204AA
Model/Series:	C-45G C-45G	**Engines:**	2 Reciprocating
Operator:	SABER AVIATION, INC.	**Engine Manufacturer:**	P&W
Operating Certificate(s) Held:	On-demand Air Taxi (135)	**Engine Model/Series:**	R-985
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	**Condition of Light:**	Night/Dark
Observation Facility, Elevation:	TRI, 1519 ft msl	**Weather Information Source:**	Weather Observation Facility
Lowest Ceiling:	Overcast / 4700 ft agl	**Wind Speed/Gusts, Direction:**	10 knots / 18 knots, 2°
Temperature:	-9°C	**Visibility**	2.5 Miles
Precipitation and Obscuration:			
Departure Point:	MADISON, IN (IMS)	**Destination:**	CHARLOTTE, NC (CLT)

Airport Information

Airport:	TRI-CITY REGIONAL (TRI)	**Runway Surface Type:**	Asphalt
Runway Used:	5	**Runway Surface Condition:**	
Runway Length/Width:	7999 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:	N/A	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS	**Adopted Date:**	09/09/1996
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.gov/pubdms/.		

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