



National Transportation Safety Board Aviation Accident Final Report

Location:	ORLANDO, FL	Accident Number:	MIA97LA079
Date & Time:	02/01/1997, 1400 EST	Registration:	N599T
Aircraft:	Beech V35	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

The flight instructor (CFI) and private pilot had reviewed airwork, turns, stalls, slow flight, take off and landings. They elected to practice procedures for a simulated engine failure. According to the CFI, 'on go-around, engine failed to produce power, resulting in forced landing....' The FAA inspector stated that during the approach, they were at a fast landing speed and high on the approach. At an altitude of about 100 feet above the ground, they attempted to go around and advanced the throttle, but the engine did not respond. Subsequently, during the forced landing, the airplane collided with a tree. The engine was removed from the airframe, and a test run was conducted under the supervision of the FAA. The engine run revealed no discrepancies. The private pilot did not submit a statement to explain her account of the events.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: loss of engine power for undetermined reason(s). Trees in the emergency landing area were a related factor.

Findings

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

Findings

1. EMERGENCY PROCEDURE - SIMULATED
2. GO-AROUND - INITIATED
3. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY LANDING

Findings

4. OBJECT - TREE(S)

Factual Information

On February 1, 1997, about 1400 eastern standard time, a Beech V35, N599T, registered to a private owner, was substantially damaged while on approach, near Orlando, Florida. The airline transport-rated pilot, certified flight instructor (CFI), and a private pilot were not injured. Visual meteorological conditions (VMC) prevailed in the vicinity, and no flight plan had been filed. The local training flight originated at 1300, and was being conducted in accordance with Title 14 CFR Part 91.

According to the CFI's statement he and the private pilot had reviewed "airwork, turns, stalls, slow flight, take off and landings." On the accident landing he said, "...conducting simulated engine failure...on go-around, engine failed to produce power, resulting in forced landing...."

The FAA inspector stated that on this approach they were at a "fast" landing speed, and "high" on the approach. At an altitude of about 100 feet above the ground they attempted to go around, advanced the throttle, and landed in a tree.

The engine was removed from the airframe and shipped to Continental Motor's facilities, in Mobile, Alabama, where an engine test run was conducted under the supervision of the FAA, on March 16, 1997. The engine run revealed no discrepancies.

The first pilot did not submit a statement pertaining to the facts in this accident, and her account of the events of the accident are not known. According to the FAA they made several attempts to contact the pilot and were unsuccessful.

Pilot Information

Certificate:	Private	Age:	53, Female
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Unknown	Last FAA Medical Exam:	01/31/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	530 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N599T
Model/Series:	V35 V35	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	D-8397
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	08/08/1996, Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1962 Hours	Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-520BB
Registered Owner:	IFF II INC.	Rated Power:	285 hp
Operator:	IFF II INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ORL, 150 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1450 EST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22° C / 2° C
Precipitation and Obscuration:			
Departure Point:	(13X)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1330 EST	Type of Airspace:	

Airport Information

Airport:	TANGERINE (13X)	Runway Surface Type:	Grass/turf
Airport Elevation:	125 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	2600 ft / 100 ft	VFR Approach/Landing:	Simulated Forced Landing

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ALAN J YURMAN	Report Date:	08/29/1997
Additional Participating Persons:	FRANK RIOS; ORLANDO, FL		
Publish Date:			
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.ntsbt.gov/pubdms/ .		

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