



National Transportation Safety Board Aviation Accident Final Report

Location:	INDIANAPOLIS, IN	Accident Number:	CHI91LA086
Date & Time:	02/01/1991, 0013 EST	Registration:	N5584M
Aircraft:	BEECH 200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

THE TWIN-ENGINE TURBO-PROP AIRPLANE WAS DESCENDING FROM 20,000 FEET MSL TO 7,000 FEET MSL WHEN THE LEFT ENGINE AFT, UPPER ACCESSORY CASE COWL SEPARATED FROM ITS MOUNT. THE COWL ASSEMBLY STRUCK THE LEFT SIDE OF THE FUSELAGE, THE VERTICAL STABILIZER, AND THE HORIZONTAL STABILIZER. THE FUSELAGE STRIKE CAUSED A RAPID DECOMPRESSION. THE AIRPLANE WAS LANDED WITHOUT FURTHER INCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: SEPARATION OF THE AFT, UPPER, ACCESSORY CASE COWL ASSEMBLY FROM THE AIRPLANE, AND INADEQUATE AIRFRAME EQUIPMENT PROVIDED BY THE MANUFACTURER.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: DESCENT - NORMAL

Findings

1. (C) COOLING SYSTEM,COWLING - SEPARATION
2. (C) ACFT/EQUIP,INADEQUATE AIRFRAME - MANUFACTURER

Occurrence #2: DECOMPRESSION
Phase of Operation: DESCENT - NORMAL

Findings

3. FUSELAGE - PENETRATED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	33, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/30/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1900 hours (Total, all aircraft), 100 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N5584M
Model/Series:	200 200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	BB1368
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-42
Registered Owner:	BEEHCRAFT EAST	Rated Power:	850 hp
Operator:	BEEHCRAFT EAST	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	IND, 798 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	2353 EST	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	WINDSOR LOCKS, CT (BDL)	Type of Flight Plan Filed:	IFR
Destination:	(IND)	Type of Clearance:	IFR
Departure Time:	2100 EST	Type of Airspace:	

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:	

Administrative Information

Investigator In Charge (IIC):	FRANK S GATTOLIN	Report Date:	12/04/1992
Additional Participating Persons:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).