



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | INDIANAPOLIS, IN | Accident Number: | CHI91LA086 |
| Date & Time: | 02/01/1991, 0013 EST | Registration: | N5584M |
| Aircraft: | BEECH 200 | 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

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

Pilot Information

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|----------------------------------|--|------------------------------|----------|
| Certificate: | Commercial | Age: | 33 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | |
| Flight Time: | 1900 hours (Total, all aircraft), 100 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|---------------------------------------|--------------------------------------|-----------------------------|--------------|
| Aircraft Make: | BEECH | Registration: | N5584M |
| Model/Series: | 200 200 | Engines: | 2 Turbo Prop |
| Operator: | BEECHCRAFT EAST | Engine Manufacturer: | P&W |
| Operating Certificate(s) Held: | None | Engine Model/Series: | PT6A-42 |
| Flight Conducted Under: | Part 91: General Aviation - Business | | |

Meteorological Information and Flight Plan

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|---|-------------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Night/Bright |
| Observation Facility, Elevation: | IND, 798 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | 7 knots / , 180° |
| Temperature: | -18° C | Visibility | 25 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | WINDSOR LOCKS, CT (BDL) | Destination: | (IND) |

Wreckage and Impact Information

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

Administrative Information

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|--------------------------------------|--|----------------------|------------|
| Investigator In Charge (IIC): | FRANK S GATTOLIN | Adopted Date: | 12/04/1992 |
| 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.nts.gov/pubdms/ . | | |

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