



National Transportation Safety Board Aviation Accident Final Report

Location:	LAKELAND, FL	Accident Number:	MIA86LA037
Date & Time:	12/01/1985, 0840 EST	Registration:	N7080D
Aircraft:	BEECH 60	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT STATED THAT HE EXPERIENCED A LOSS OF POWER IN BOTH ENGINES, MADE AN EMERG LANDING IN A COW PASTURE, & STRUCK A COW ON LANDING ROLLOUT. DUE TO THE EXTENT OF POST CRASH FIRE NO DETERMINATION COULD BE MADE AS TO THE NATURE OF THE MALFUNCTION OF THE ENGINES DESCRIBED BY THE PLT.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

2. OBJECT - ANIMAL(S)
3. FLUID,FUEL - FIRE

Factual Information

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/02/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3381 hours (Total, all aircraft), 1458 hours (Total, this make and model), 2872 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N7080D
Model/Series:	60 60	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	P-30
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	10/01/1985, Annual	Certified Max Gross Wt.:	6725 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	1461 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TIO-541-E1A4
Registered Owner:	PRESTRESS SUPPLY INC	Rated Power:	380 hp
Operator:	PRESTRESS SUPPLY INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PIE, 10 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0840	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 12000 ft agl	Visibility	9 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23° C / 22° C
Precipitation and Obscuration:			
Departure Point:	BARTOW, FL (BOW)	Type of Flight Plan Filed:	None
Destination:	ST.PETERSBURG, FL (PIE)	Type of Clearance:	None
Departure Time:	0800 EST	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	BRUCE J HILL	Report Date:	
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).