



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	HOUSTON, TX	<b>Accident Number:</b>	FTW83FA409
<b>Date &amp; Time:</b>	09/01/1983, 1415 CDT	<b>Registration:</b>	N1599S
<b>Aircraft:</b>	BEECH 95-A55	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

IMMEDIATELY AFTER TAKEOFF THE ACFT LOST POWER ON THE RIGHT ENG & THE ACFT PULLED UP STEEPLY, ROLLED TO THE RIGHT & IMPACTED IN AN INVERTED POSITION. TEARDOWN OF THE RIGHT ENG DID NOT REVEAL ANY PREIMPACT FAILURE OR MALFUNCTION. THE L & R ENG FUEL SELECTORS WERE FOUND POSITIONED TO THE AUX TANKS. THE ELEVATOR TRIM WAS SET TO A NOSE-UP SETTING.

## 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(TOTAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (C) ELEVATOR TRIM - IMPROPER - PILOT IN COMMAND
3. (C) FLUID,FUEL - STARVATION
4. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

-----

Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

-----

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	04/13/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N1599S
<b>Model/Series:</b>	95-A55 95-A55	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TC-271
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	08/06/1982, Annual	<b>Certified Max Gross Wt.:</b>	4880 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-470-L
<b>Registered Owner:</b>	POWER PAK COMPANY INC.	<b>Rated Power:</b>	260 hp
<b>Operator:</b>	POWER PAK COMPANY INC.	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	IAH, 98 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	1352	Direction from Accident Site:	40°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	12 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29° C / 24° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	ORANGE, TX (ORG)	Type of Clearance:	IFR
Departure Time:	1415 CDT	Type of Airspace:	Class E

## Airport Information

Airport:	ANDRAU AIRPARK (AAP)	Runway Surface Type:	Concrete
Airport Elevation:	80 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	4750 ft / 50 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ASI F ROTH	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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](#).