



National Transportation Safety Board Aviation Accident Data Summary

Location:	Hudson, NH	Accident Number:	NYC02LA002
Date & Time:	10/02/2001, 1310 EDT	Registration:	N8393H
Aircraft:	Beech C-45H	Injuries:	3 Minor
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The Twin Beech (C-45H) departed on a local training flight with the pilot/owner in the left seat and a flight instructor in the right seat to conduct a flight review. Shortly after departure, the left engine started to shake, then it seized. While the flight instructor reached for the emergency checklist, the pilot/owner inadvertently feathered the good engine. The flight instructor took control of the airplane and performed a forced landing. The feathering buttons were only accessible to the pilot/owner, who had never unfeathered an engine in flight, was not familiar with the procedures necessary to restart the engine, and was subsequently unable to assist in unfeathering the engine for a restart. He had 55 hours in make and model, with none in the preceding 90 days.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot/owner's failure to properly identify the inoperative engine prior to feathering the wrong propeller, and his lack of familiarity with the required corrective procedures. A factor was the initial engine failure.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (F) 1 ENGINE - FAILURE, TOTAL
2. (C) WRONG PROPELLER FEATHERED - NOT IDENTIFIED - PILOT IN COMMAND
3. (C) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY DESCENT/LANDING

Pilot Information

Certificate:	Commercial	Age:	67
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	3877 hours (Total, all aircraft), 55 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft)		

Flight Instructor Information

Certificate:	Airline Transport; Commercial	Age:	53
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	20000 hours (Total, all aircraft), 500 hours (Total, this make and model), 17000 hours (Pilot In Command, all aircraft), 230 hours (Last 90 days, all aircraft), 67 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N8393H
Model/Series:	C-45H	Engines:	2 Reciprocating
Operator:	Frank Hammerbacher	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	None	Engine Model/Series:	R-985
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ASH, 200 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	7 knots / , 350°
Temperature:	23° C	Visibility	25 Miles
Precipitation and Obscuration:			
Departure Point:	Nashua, NH (ASH)	Destination:	Hudson, NH (ASH)

Airport Information

Airport:	Boire Field (ASH)	Runway Surface Type:	
Runway Used:		Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	42.722500, -71.426944		

Administrative Information

Investigator In Charge (IIC):	Robert L Hancock	Adopted Date:	11/28/2001
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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