



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	TUCSON, AZ	<b>Accident Number:</b>	LAX03FA057
<b>Date &amp; Time:</b>	01/01/2003, 1212 MST	<b>Registration:</b>	N8212D
<b>Aircraft:</b>	Beech 95	<b>Injuries:</b>	1 Fatal, 3 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The airplane veered and rolled to the right after liftoff, and then went nose first into the ground. As the airplane took off, witnesses on the airport heard an engine "pop", which sounded to them like a backfire. The right wing dropped and then the airplane's nose went down and into the ground. Controllers in the Air Traffic Control Tower observed the airplane liftoff and begin a turn to the right at midfield, though they thought that the altitude, which they estimated at 60 to 80 feet, was very low. The airplane also appeared to be going slow as the airplane kept turning to the right and the nose pitched continuously up. The controllers then saw the right wing drop followed by the nose as the airplane went straight down. The landing gear was in the down and locked position, and the flaps were in the up position. The rudder trim was in the neutral position. Examination of the left engine and propeller found signatures consistent with engine rotation, and the left propeller was not feathered. Internal evidence in the right propeller revealed that it was operating at a high blade angle consistent with operation at low speed. The right engine spark plugs for cylinders 1, 2, and 4 were sooty and black, while the plugs in cylinder 3 were gray. The starting primer system is plumbed to cylinders 1, 2, and 4; the cockpit control for the right engine primer system was unlocked and extended about 1/4-inch. The pilot obtained his multiengine rating 3 weeks prior to the accident, and had a total of 20 hours in multiengine airplanes, which were all in this make and model. The owner's manual noted that liftoff airspeed was 85 while the safe single engine speed was 100 miles per hour (mph) indicated airspeed (IAS), which is still below best single engine rate of climb airspeed. The manual specified that at 100 mph or greater, the pilot could follow normal single engine procedures. Below this airspeed, the pilot had to attain it either through altitude loss or by making a landing. The manual instructed the pilot to land straight ahead and stop with loss of power in one engine below 90 mph at 100 feet, or below 100 mph at 50 feet.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a loss power in the right engine due to an excessively rich mixture that was the result of the pilot's failure to secure the priming control prior to takeoff. Also causal was the pilot's failure to follow the single engine procedures specified in the operating manual for this aircraft, and, his failure to attain and maintain the correct airspeeds for single engine operation, and to maintain directional control. A factor was the pilot's lack of total experience in multiengine aircraft.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. 1 ENGINE
  2. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  3. (C) FUEL SYSTEM,PRIMER SYSTEM - NOT SECURED
  4. (C) POWERPLANT CONTROLS - NOT SET - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

5. (F) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
  6. (F) LACK OF EXPERIENCE - PILOT IN COMMAND
  7. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  8. (C) AIRSPEED(V2 MIN) - NOT ATTAINED - PILOT IN COMMAND
  9. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

10. TERRAIN CONDITION - GROUND

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	630 hours (Total, all aircraft), 20 hours (Total, this make and model), 527 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N8212D
<b>Model/Series:</b>	95	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	Leland E. Oliver	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-360-A1A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TUS, 2643 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	12° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TUCSON, AZ (RYN)	Destination:	

## Airport Information

Airport:	RYAN (RYN)	Runway Surface Type:	Asphalt
Runway Used:	6R	Runway Surface Condition:	Dry
Runway Length/Width:	5500 ft / 75 ft		

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal, 2 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	32.141389, -11.169444		

## Administrative Information

Investigator In Charge (IIC):	HOWARD D PLAGENS	Adopted Date:	06/28/2006
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> .		

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