



National Transportation Safety Board Aviation Accident Data Summary

Location:	GREENSBORO, NC	Accident Number:	ATL06CA001
Date & Time:	10/01/2005, 1025 EDT	Registration:	N5606S
Aircraft:	Beech D-95A	Injuries:	2 Minor, 2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

During cruise flight, the pilot experienced a loss of engine power of one engine. Using standard engine out procedures, the pilot experienced difficulty identifying which engine had lost power. However, without the knowledge of the pilot, the passenger attempted to assist the pilot in maintaining directional control after initial loss of engine power by applying right rudder. In an effort by the pilot to regain full engine power, the second engine lost power. The pilot selected a nearby landfill for an emergency landing. During the emergency landing, the main landing gear collapsed. After the pilot and passenger exited the airplane, the passenger told the pilot that he had applied right rudder after the initial loss of engine power. Post-accident examination of both engines failed to disclose any abnormalities and 35 gallons of fuel was recovered from the fuel system.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot mistakenly shut down the operating engine when the passenger interfered with the rudder pedals as he attempted to identify the inoperative engine.

Findings

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

Findings

1. (C) ALL ENGINES
2. (C) FUEL MANAGEMENT - INADEQUATE - PILOT IN COMMAND
3. (C) FLUID,FUEL - STARVATION
4. (C) CONTROL INTERFERENCE - NOT APPROVED - PASSENGER

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

5. TERRAIN CONDITION - GROUND

Occurrence #4: GEAR COLLAPSED
Phase of Operation: EMERGENCY LANDING

Findings

6. LANDING GEAR,MAIN GEAR - OVERLOAD

Pilot Information

Certificate:	Private	Age:	82
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	3275 hours (Total, all aircraft), 1642 hours (Total, this make and model), 3175 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Beech	Registration:	N5606S
Model/Series:	D-95A	Engines:	1 Reciprocating
Operator:	ANGUS I HINES	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-360-BIB
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	GSO, 926 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Overcast / 2600 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	
Temperature:	19° C / 12° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GREENSBORO, NC (GSO)	Destination:	GREENSBORO, NC

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor, 1 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	BUTCH WILSON	Adopted Date:	01/31/2006
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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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