



National Transportation Safety Board Aviation Accident Factual Report

Location:	Sidney, NE	Accident Number:	CEN19LA215
Date & Time:	07/09/2019, 0813 MDT	Registration:	N62069
Aircraft:	Beech 65	Aircraft Damage:	Substantial
Defining Event:	Explosion (non-impact)	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Positioning		

On July 9, 2019, about 0813 mountain daylight time, a Beech 65 airplane, N62069, experienced a left wing explosion during takeoff roll from the Sidney Municipal Airport (SNY), Sidney, Nebraska. The airline transport pilot was not injured, and the airplane sustained substantial damage to the left wing. The airplane was registered to and operated by Bemidji Aviation Services, Inc., as a Title 14 *Code of Federal Regulations* Part 91 positioning flight. Day instrument meteorological conditions prevailed at the time of the accident, and an instrument flight rules flight plan was filed. The flight was originating from SNY, and destined for Denver, Colorado.

According to the operator, the pilot had topped off the outboard fuel tanks prior to departure, and the airplane contained about 230 gallons. While taxiing and advancing the engine throttles, the stall warning horn sounded so he pulled the circuit breaker as a corrective action which stopped the stall warning horn. The pilot thought the stall warning horn was in error and no further action was taken before the takeoff. During the takeoff roll, the pilot heard a loud bang and observed significant damage to the outboard left wing. Initially he thought maybe the airplane struck an animal, or the airplane impacted a pothole on the runway. While taxiing back to the ramp, the pilot noted a small amount of smoke coming from the top of the left wing. The pilot taxied the airplane to the corner of the ramp, performed an abbreviated shutdown of the airplane, grabbed a fire extinguisher, and evacuated. The pilot did not observe any additional smoke or fire and did not discharge the fire extinguisher.

Postaccident examination of the airplane by a Federal Aviation Administration inspector and personnel from the operator revealed fire and thermal damage near the wing root area to include melted and burned wiring. After the accident as a precaution, the airplane was defueled by the operator, and in order to determine if a fuel leak was present, fuel was added to the outboard left wing during the examination. After fueling with 15 to 25 gallons of fuel, fuel began leaking from the top of the left wing fuel sending unit. Safety wire on the fuel sending unit screws was removed, and the fuel sending unit screws were found loose. The screws were tightened and fuel stop leaking from the sending unit. A hole was cut in the wing skin to examine the melted and burned wiring. A wiring harness was found pinched between a metal clamp and a wing rib. The clamp was removed and metal to metal contact was noted between

exposed wiring and the wing rib. Due to the thermal damage, the wiring harness could not be separated to determine if the stall warning system could be functionally tested.

On February 22, 2019, the airplane was involved in an accident that required the replacement of the outboard left wing. According to the operator's director of maintenance, the electrical wiring in the wing was not inspected during the wing replacement. In addition, during recent maintenance at an unknown time, the inboard left fuel sending unit was replaced. The most recent continuous airworthiness inspection was completed on June 26, 2019.

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	45, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	05/16/2019
Flight Time:	7155 hours (Total, all aircraft), 2500 hours (Total, this make and model), 6301 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N62069
Model/Series:	65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	62-3866
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	06/26/2019, Continuous Airworthiness	Certified Max Gross Wt.:	8000 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	8933 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	IO-720-A1B
Registered Owner:	Bemidji Aviation Services Inc	Rated Power:	400 hp
Operator:	Bemidji Aviation	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	BEMA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 4313 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0753 MDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None /
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	18° C / 12° C
Precipitation and Obscuration:	No Precipitation		
Departure Point:	Sidney, NE (KSNY)	Type of Flight Plan Filed:	IFR
Destination:	Denver, CO (DEN)	Type of Clearance:	IFR
Departure Time:	0813 MDT	Type of Airspace:	Class E

Airport Information

Airport:	Sidney Municipal (KSNY)	Runway Surface Type:	Asphalt
Airport Elevation:	4313 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	6600 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 None	Latitude, Longitude:	41.101389, -102.985278 (est)

Administrative Information

Investigator In Charge (IIC):	Aaron M Sauer
Additional Participating Persons:	Scott Olson; FAA; Lincoln, NE Wesley Dollahite; FAA; Denver, CO
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=99799