



National Transportation Safety Board Aviation Accident Final Report

Location:	PENSACOLA, FL	Accident Number:	ATL89MA123
Date & Time:	04/10/1989, 1300 CDT	Registration:	N30PC
Aircraft:	BEECH 200	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal

Flight Conducted Under: Part 91: General Aviation - Executive/Corporate

Analysis

THE AIRCRAFT WAS ROUTINELY FLOWN TO PENSACOLA TO PICKUP A GULF POWER EXECUTIVE FOR A FLIGHT TO ATLANTA. THE PAX HAD 4 BAGS, 2 PLACED IN THE AFT BAGGAGE AREA BY THE GROUND CREW, THE OTHER 2 CARRIED ONBOARD BY THE PAX. AFTER TAKEOFF THE CVR RECORDED THE PAX STATING THAT THERE WAS A FIRE. THE FIRE IN THE AFT CABIN AREA WAS CONFIRMED BY THE 1ST OFFICER. AN EMERG WAS DECLARED TO THE PNS ATCT. SUBSEQUENTLY, THE AIRCRAFT WAS SEEN DESCENDING OUT OF THE OVERCAST STREAMING DARK SMOKE BEHIND IT. THE AIRCRAFT IMPACTED AN APARTMENT COMPLEX AND A POST CRASH FIRE DESTROYED IT. NO EVIDENCE OF A LIGHTNING STRIKE, AIRCRAFT SYSTEM MALFUNCTION, OR INCENDIARY DEVICE WAS FOUND DURING THE INVESTIGATION. FORENSIC CHEMICAL TESTS SHOWED TRACES OF HYDROCHLORIC AND SULPHURIC ACID ON PAX ARTICLES BUT NONE ON THE CABIN INTERIOR. METALLURGICAL EXAM OF BROKEN FUEL LINE SHOWED OVERLOAD FAILURE AND POST HEAT DISTRESS. THE INTERIOR OF THE COCKPIT WINDOWS WERE SEVERELY SOOTED. THE FLIGHT CREW DID NOT DON AVAILABLE OXYGEN MASKS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN IN FLIGHT CABIN FIRE OF UNDETERMINED ORIGIN, AND SMOKE (TOXIC CONDITION) IN THE CREW COMPARTMENT, WHICH RESULTED IN PHYSICAL IMPAIRMENT OF THE FLIGHT CREW.

Findings

Occurrence #1: FIRE
Phase of Operation: CLIMB

Findings

1. (C) FUSELAGE,CABIN - FIRE
2. (C) FUSELAGE,CREW COMPARTMENT - SMOKE

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - EMERGENCY

Findings

3. EMERGENCY PROCEDURE - INITIATED
4. REMEDIAL ACTION - NOT ATTAINED
5. OXYGEN SYSTEM - NOT SELECTED
6. (C) PHYSICAL IMPAIRMENT(OTHER TOXIC) - PILOT IN COMMAND
7. (C) PHYSICAL IMPAIRMENT(OTHER TOXIC) - COPILOT/SECOND PILOT

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

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:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last Medical Exam:	11/11/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	14200 hours (Total, all aircraft), 3000 hours (Total, this make and model), 12200 hours (Pilot In Command, all aircraft), 114 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N30PC
Model/Series:	200 200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BB702
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	02/28/1989, Unknown	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:	79 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	6351 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-41
Registered Owner:	SOUTHERN COMPANY SERVICES INC	Rated Power:	850 hp
Operator:	SOUTHERN COMPANY SERVICES INC	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PNS, 121 ft msl	Observation Time:	1307 CDT
Distance from Accident Site:	3 Nautical Miles	Direction from Accident Site:	134°
Lowest Cloud Condition:	Unknown / 0 ft agl	Temperature/Dew Point:	9° C / 8° C
Lowest Ceiling:	Broken / 700 ft agl	Visibility	2 Miles
Wind Speed/Gusts, Direction:	10 knots, 340°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	PENSACOLA, FL (PNS)	Type of Flight Plan Filed:	IFR
Destination:	ATLANTA, GA (PDK)	Type of Clearance:	IFR
Departure Time:	1258 CDT	Type of Airspace:	Class D

Airport Information

Airport:	PENSACOLA REGIONAL (PNS)	Runway Surface Type:	Asphalt
Airport Elevation:	121 ft	Runway Surface Condition:	Wet
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	7002 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	Both
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WALTER G STINER	Adopted Date:	07/07/1992
Additional Participating Persons:	ELDON G ELAM; WASHINGTON, DC WM. C CORLEY; ATLANTA, GA G. D STAAB; WICHITA, KS		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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.