



National Transportation Safety Board Aviation Accident Final Report

Location:	Green Bay, WI	Accident Number:	CHI04LA167
Date & Time:	06/30/2004, 0610 CDT	Registration:	N432FA
Aircraft:	Beech 200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	8 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The twin-engine airplane was damaged during a precautionary landing following a reported loss of power to the right engine on takeoff. The pilot reported that the right engine lost power as the landing gear was retracting after takeoff. He stated that he elected to land the airplane on the remaining runway and selected gear down. The pilot stated, "I then flew the aircraft maintaining directional control and landed on runway 24 however due to the short time between selecting gear down and landing the landing gear had not extended and the aircraft landed gear up." No anomalies were found with respect to the right engine or fuel controls during the on-scene or follow-up examination. Examination of the right propeller indicated that it was not in the feather position. The pilot reported that the autofeather system did not engage. The airplane came to rest on the runway with approximately 2000 feet of the runway surface remaining.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power after takeoff for an undetermined reason.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: WHEELS UP LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. TERRAIN CONDITION - RUNWAY

Factual Information

On June 30, 2004 at 0610 central daylight time, a Beech model 200, N432FA, received substantial damage during a precautionary landing after a loss of engine power during initial climb from runway 24 (7,699 feet by 150 feet), at the Austin Straubel International Airport (GRB), Green Bay, Wisconsin. The 14 CFR part 135 air-taxi flight was operating on an instrument rules flight plan in visual meteorological conditions. The airline transport pilot and his 7 passengers were not injured. The flight was originating at the time of the accident and was bound for the Gerald R. Ford International Airport (GRR), Grand Rapids, Michigan.

The pilot submitted a written report of the accident. He stated that all indications during the preflight, engine start, and run-up were normal and were conducted in accordance with the checklists. He stated that during the takeoff he applied power to both engines and that the engine instrument indications were normal. He said that at 1,600 pounds of torque per side, the autofeather function annunciator lights came on indicating that the autofeather function was armed. He stated that he accelerated to 95 knots, rotated, and when the airplane had achieved a positive rate of climb at 110 knots, he selected gear up. He stated that as the landing gear was retracting, the right engine "quit". He stated that he elected to land the airplane on the remaining runway and selected gear down. The pilot stated, "I then flew the aircraft maintaining directional control and landed on runway 24 however due to the short time between selecting gear down and landing, the landing gear had not extended and the aircraft landed gear up."

The airplane came to rest adjacent to the east edge of the turnoff for taxiway M. Measurements from a scale airport diagram show that approximately 2,000 feet of the 7,699 foot runway remained. Examination of the both propellers revealed similar bending of the propeller blades of both engines. Examination of the right propeller revealed that it was not in the feather position. The pilot reported that the autofeather system did not activate. The landing gear doors were in the closed position.

An on-scene examination of the engine revealed no anomalies. The rotating components of the engine were free and could be rotated by hand. The fuel pump and fuel control unit (FCU) were retained for further examination. The tests of the FCU and fuel pump revealed no discrepancies that would have precluded normal operation.

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	54, 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:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last Medical Exam:	10/01/2003
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	01/01/2004
Flight Time:	4800 hours (Total, all aircraft), 750 hours (Total, this make and model), 4500 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Beech	Registration:	N432FA
Model/Series:	200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BB592
Landing Gear Type:	Retractable - Tricycle	Seats:	11
Date/Type of Last Inspection:	03/01/2004, AAIP	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:	82.8 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	6812.1 Hours	Engine Manufacturer:	Pratt & Whitney Canada
ELT:	Installed, not activated	Engine Model/Series:	PT6A-41
Registered Owner:	BBP Aviation LLC	Rated Power:	850 hp
Operator:	FRONTLINE AVIATION INC	Air Carrier Operating Certificate:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	VVFA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GRB, 695 ft msl	Observation Time:	0553 CDT
Distance from Accident Site:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	15°C / 14°C
Lowest Ceiling:	None	Visibility	8 Miles
Wind Speed/Gusts, Direction:	3 knots, 210°	Visibility (RVR):	
Altimeter Setting:	30.06 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Green Bay, WI (GRB)	Type of Flight Plan Filed:	IFR
Destination:	GRAND RAPIDS, MI (GRR)	Type of Clearance:	IFR
Departure Time:	0610 CDT	Type of Airspace:	

Airport Information

Airport:	AUSTIN STRAUBEL INTERNATIONAL (GRB)	Runway Surface Type:	Concrete
Airport Elevation:	695 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	
Runway Length/Width:	7699 ft / 150 ft	VFR Approach/Landing:	Precautionary Landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	7 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	8 None	Latitude, Longitude:	44.483333, -88.133333

Administrative Information

Investigator In Charge (IIC):	John M Brannen	Adopted Date:	02/24/2009
Additional Participating Persons:	Dennis Grimslid; FAA; Milwaukee, WI		
Publish Date:	02/24/2009		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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