 National Transportation Safety Board PRELIMINARY REPORT AVIATION		NTSB ID: ERA10FA115		Most Critical Injury: Fatal	
		Occurrence Date: 01/18/2010		Investigated By: NTSB	
		Occurrence Type: Accident			
Location/Time					
Nearest City/Place		State	Zip Code	Local Time	Time Zone
Madison		AL	35756	1350	CST
Aircraft Information					
Registration Number		Aircraft Manufacturer		Model/Series Number	
N810JA		BEECH		B-60	
Type of Aircraft: Airplane			Amateur Built Aircraft? No		
Injury Summary:		Fatal	2	Serious	Minor
					None
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>On January 18, 2010, about 1350 central standard time, a Beechcraft B-60, N810JA, was destroyed after it experienced a right engine failure and impacted terrain in Madison, Alabama. The certificated private pilot and a passenger were killed. Visual meteorological conditions prevailed and an instrument flight rules flight plan was filed for the flight that departed Huntsville International Airport (HSV), Huntsville, Alabama, destined for Nashville International Airport (BNA), Nashville, Tennessee. The personal flight was conducted under 14 Code of Federal Regulations Part 91.</p> <p>The airplane was owned by the pilot and based in Decatur, Illinois.</p> <p>According to preliminary information obtained from the Federal Aviation Administration (FAA), the flight originated at Boca Raton, Florida, and arrived at HSV about 1230. The airplane was "topped-off" with 185 gallons of 100-low-lead aviation gasoline, and departed at 1317. At 1330, the pilot reported that the airplane had experience a right engine failure and that he wanted to return to HSV. The airplane was subsequently cleared to land on runway 18R.</p> <p>Witnesses observed the airplane flying toward the airport at a low altitude, with the right engine not operating. One witness stated that he also observed the right engine "cover or cowling propped up." Another witness observed the airplane impact tree tops and then "nose dive straight in the ground." The airplane was engulfed in flames upon impact.</p> <p>The airplane struck the tops of about 70-foot tall trees and impacted the ground within a housing development, approximately 3 miles north-northeast of HSV. The initial ground scar was located about 30 feet northeast of the main wreckage. Several freshly cut tree branches, which exhibited 45-degree cuts were observed at the accident site. The airplane came to rest upright, on a heading of about 165-degrees magnetic. All major portions of the airplane were accounted for at the accident site. The majority of the airframe, which included the left wing, cabin, and the airframe structure aft of the rear pressure bulkhead, was consumed by fire. The remaining portions of the airframe and both engines sustained significant fire damage.</p> <p>The right engine throttle, mixture, and propeller controls in the cockpit were observed in an aft position, and the fuel selector was in the "OFF" position. The left engine throttle, mixture, and propeller controls were observed in a forward position, and the fuel selector was about 10 degrees left of the "ON" position.</p> <p>Measurement of the left and right flap actuators corresponded with a 0-degree flap position. The landing gear actuator was consistent with the landing gear in the retracted position.</p> <p>The airplane was equipped with two Lycoming TIO-541 series engines.</p>					
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Narrative (Continued)

The right engine remained partially attached to the airframe. The right engine propeller assembly was separated and partially buried in the ground, near the initial ground scar. All three propeller blades were in a low pitch position and did not display evidence consistent with rotation. A 5 1/2 by 6 inch hole was observed in the top right portion of the crankcase. In addition, the crankcase was circumferentially cracked through the No's 2 and 4 cylinders. The No. 1 cylinder assembly was separated from the engine and located 40 feet beyond the main wreckage. Evidence of chaffing was observed between the No's 1 and 3 cylinder cooling fins. The No. 1 connecting rod and connecting rod cap were also separated and located in the debris path. The No. 1 piston and piston pin were not recovered. The engine could not be rotated. All spark plugs were removed and their electrodes were intact. A borescope examination of cylinders 2 through 6, did not reveal any anomalies. Both magnetos remained attached. The right magneto was destroyed by fire. The left magneto was removed and sparked on all towers when rotated by hand. Metallic debris was observed in the oil sump; however, the oil filter was absent of visible metallic debris. The right engine was retained for further examination.


The left engine was separated and located 28 feet prior to the main wreckage. The propeller remained attached. All three propeller blades displayed leading edge gouges and chordwise scratches consistent with rotation. Both magnetos remained attached. The right magneto was fire damaged and did not spark when rotated by hand. The left magneto sparked on all towers when rotated. The crankshaft was rotated via the crankshaft flange. Thumb compression was attained and valve train continuity was observed on all cylinders. All spark plugs were removed and their electrodes were intact. Fuel was observed in the fuel inlet. The fuel inlet and oil suction screens were absent of debris. A borescope examination of all cylinders did not reveal any anomalies that would have precluded normal engine operation.

Initial review of maintenance information revealed that the airplane's most recent annual inspection was performed on May 20, 2009.

The pilot reported 1,600 hours of total flight experience; on his most recent application for an FAA third-class medical certificate, which was issued on November 4, 2009.

A weather observation taken at HSV, about the time of the accident reported, calm winds; visibility 10 statute miles; few clouds at 25,000 feet, temperature 13 degrees Celsius (C), dew point 7 degrees C; altimeter 30.05 inches of mercury.

Updated on Jan 29 2010 12:17PM

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Other Aircraft Involved		
Registration Number	Aircraft Manufacturer	Model/Series Number

Accident Information	
Aircraft Damage: Destroyed	Accident Occurred During:

Crew	Name	Certificate No.	Injury
Pilot	On File	On File	Fatal
2			
3			
4			
5			
6			

Operator Information		
Name WHITE JOHN J	Operator Designator Code	Doing Business As


Street Address	City DECATUR	State IL	Zip Code 62521-2568
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-Type of Certificate(s) Held: None
Air Carrier Operating Certificate(s):

Operating Certificate:	Operator Certificate:
Regulation Flight Conducted Under: Part 91: General Aviation	
Type of Flight Operations Conducted: Personal	

Flight Plan/Itinerary			
Type of Flight Plan Filed: IFR			
Last Departure Point	State	Airport Identifier	
Huntsville	AL	HSV	
Destination	State	Airport Identifier	
Nashville	TN	BNA	

Weather Information			
Investigator's Source: Flight Service Station	Facility ID: HSV	Observation Time (Local): 1353	
Sky/Lowest Cloud Condition: Few		2500 Ft. AGL	
Lowest Ceiling: None	Ft. AGL	Visibility: 10 SM	Altimeter: 30.05 "Hg

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Weather Information (Continued from page 2)

Temperature: 13 °C	Dew Point: 7 °C	Wind Direction:	
Wind Speed: Kts.	Gusts: Kts.	Weather Conditions at Accident Site: Visual Conditions	

Administration Data

Notification From FAA Southern ROC	Date
FAA District Office/Coordinator FAA/FSDO David W. Hargett	Investigator-In-Charge (IIC) Luke Schiada