

NATIONAL TRANSPORTATIONS SAFETY BOARD
Office of Aviation Safety
Washington, DC 20594

SUMMARY OF AIRCRAFT EXAMINATION

-- CEN17LA121 --

A. ACCIDENT

Location: Rattan, Oklahoma
Date: February 14, 2017
Time: 1145 central standard time
Aircraft: Beech C90A airplane (s/n LJ-1365), N1551C

B. PARTICIPANTS

Timothy Sorensen
Aviation Accident Investigator
National Transportation Safety Board

Rakesh Patel
Aviation Safety Inspector
Federal Aviation Administration

Steven McNeely
Safety Executive Officer
EagleMed, LLC

Peter Basile
Air Safety Investigator
Textron Aviation

C. ACCIDENT SUMMARY

On February 14, 2017, about 1145 central standard time, a Beech C90A twin-engine airplane, N1551C, was substantially damaged during a precautionary landing following a loss of power on one engine near Rattan, Oklahoma. The pilot and two medical crew members on board were not injured. The airplane was registered to and operated by EagleMed LLC under the provisions of Title 14 *Code of Federal Regulations* Part 135 air medical flight.

Summary of Accident Site and Aircraft Examinations

D. DETAILS OF AIRCRAFT EXAMINATION

An on-scene examination of the airplane was conducted on February 14-15, 2017, by Federal Aviation Administration inspectors assisted by representatives of the operator. A postrecovery examination of the airframe was conducted on April 4, 2017, by the National Transportation Safety Board investigator-in-charge assisted by representatives of the operator and the airframe manufacturer.

F. DESCRIPTION OF ACCIDENT SITE

The accident site was located in an open field with widely spaced trees. Ground impressions consistent with being formed by the extended landing gear began about 500 feet south of the airplane. The airplane came to rest on a north-northeast heading. The main landing gear were extended; the nose landing gear had collapsed.

G. SUMMARY OF AIRCRAFT EXAMINATIONS¹

A postaccident examination revealed the left propeller blades were bent aft and did not exhibit any curling of the blades. The right propeller blades were curled in the direction of rotation. The left- and right-wing fuel tanks did not contain any visible fuel. The left nacelle fuel tank did not contain any visible fuel. The right nacelle fuel tank appeared to contain about one quart of fuel. The three-position Ignition and Engine Start/Starter Only switches on the cockpit instrument panel were in the ON position. The Engine Anti-Ice switches were in the ON position. The cabin medical bed electrical switches corresponding to the inverter and accessories were in the ON position; the remaining medical bed switches were OFF.

A postrecovery examination revealed no anomalies consistent with an in-flight electrical system malfunction. When the airplane battery was initially checked during the exam the voltmeter indicated 10.7 volts; the battery was charged and appeared to function normally thereafter.

¹ Directions related to accident site placement and component damage/deformation are with respect to an intact airframe unless otherwise noted.