

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN25FA006

EXAMINATION NOTES

November 15, 2024

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A. ACCIDENT

Location: Norfolk, NE
Date: October 7, 2024
Time: 1939 Central Daylight Time
1939 UTC
Airplane: Beech C99

B. EXAMINATION NOTES

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C. SUMMARY

The airplane crashed under unknown circumstances while departing runway 20 from the Norfolk Regional Airport (KOFK), Norfolk, Nebraska, about 1939 central daylight time. Airport video footage recorded the airplane as it departed and entered a left bank turn, descend, and impacted terrain.

D. DETAILS OF THE INVESTIGATION

1.0 Accident Site

The airplane impacted an open field about 640 yard southeast of the departure end of runway 20. The initial impact point was multiple ground scars consistent with divots for the main landing gear, empennage, and wings. The airplane appeared to be in a flat, wings levels attitude at impact. The tail section of the airplane and right main landing gear remained at the impact point and the main

wreckage continued 24 yards on a heading of 103° and came to rest facing about 315°. A postimpact fire ensued that consumed a majority of the wreckage.

2.0 Airframe Examination

Only the tail section of the airplane was separated, the remainder of the wreckage remained as one grouping.

Flight control continuity appeared to be continuous prior to impact. The rudder and one of the elevator cables were torn from the tail section. One elevator cable had a portion of the elevator horn still attached.

2.1 Fuselage

Remained as one section and appeared continuous.

2.2 Empennage

The tail section fractured from the empennage about station 410. The ELT remained attached to the airplane and antenna. It was found set to the ARMED position and the LED light in the switch was observed.

2.3 Left & Right Wings

Both wings remained attached to the fuselage. Flight controls remained continuous from the cockpit controls to the aileron wing bellcranks. The left aileron was consumed by fire, the right aileron was partially consumed. The flaps appeared to be in the retracted position.

2.4 Landing Gear

The landing gear appeared to be extended during the accident sequence. The right landing gear fractured at the impact point. The left main landing gear and nose landing gear were found with the main wreckage.

2.5 Cockpit

The cockpit was damaged by the post impact fire. Engine instrumentation did not provide any reliable readings. The engine auto ignition switches are of the lift to actuate type (gated). The switch locks were intact and the switches were in the armed position. The autofeather switch was in the off position but the electroluminescent panel surrounding the switches was impact damaged and shifted aft, toward the switch off position. The engine control cables remained attached the throttle quadrant. The left engine fuel condition control arm was thermally separated from the fuel control. The attach hardware remained in the control cable clevis end. The left engine propeller control cable remained attached to the governor input arm. The

power lever control cable remained attached to the left engine. The right engine fuel control sustained impact and thermal damage. The power lever control and the condition lever remained attached to the input linkage. The right propeller control cable remained attached to the governor input arm.

2.6 Fuel/Fuel System

The fuel selector panel was not observed in the wreckage. The location of the panel was consumed by fire. The fuel boost pump switches and handle positions were not determined. The airframe fuel filters appeared clean. The strainer bowl contained soot and ash.

The fuel lines were largely damaged and/or consumed by the post impact fire. The left engine's firewall shutoff valve was partially melted and retained for laboratory examination. The left crossfeed valve was found in the closed position.

The right engine's firewall shutoff valve was found in the open position.

2.7 Other Systems

3.0 Engine Examination

Both engines were Pratt & Whitney Canada PT6A-36 turboprop engines rating at 715 shaft horsepower. Left serial number was PCE-38137, and the right engine was PCE-56349.

Both engines remained attached to the airplane at the engine nacelles. Neither engine showed any signatures of uncontained engine failure. Borescoping of both engines found greater blade damage in the right engine when compared to the left engine.

The engines were photo-documented and will be examined by Pratt & Whitney Canada at a later date.

4.0 Propeller Examination

The left propeller fractured from the left engine at the propeller flange. The right propeller hub remained attached to the right engine at the propeller flange. One blade was fractured at the blade root, it displayed polishing, scratches, and twisting. The tip of another blade was fractured and displayed polishing and twisting.

The propellers were photo-documented and will be examined at a later date by Hartzell Propeller.

5.0 Pilot Information

The pilot held a commercial pilot certificate with ratings for single engine land, multiengine land, and instrument airplane. He also held a flight instructor certificate with ratings for single engine airplane, multiengine airplane, and instrument airplane.

6.0 Aircraft Information

7.0 Meteorological Information

At 1956 CDT, the automated weather reporting facility located at KOFK reported a wind from 160° at 6 knots, 10 miles visibility, a clear sky, temperature 59°F, dewpoint 37.4°F, and an altimeter setting of 30.09 inches.

Submitted by:

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