

ERA15LA293
Georgetown, Kentucky
August 1, 2015
~ 2100 EDT
Beech King Air C90B, N257CQ
NTSB EXAMINATION REPORT
47 Embedded Photographs

Table of Contents

1. PARTIES TO THE INVESTIGATION	2
2. HISTORY OF FLIGHT	2
3. PERSONNEL INFORMATION.....	3
4. AIRCRAFT INFORMATION.....	4
5. METEOROLOGICAL INFORMATION	5
6. WRECKAGE AND IMPACT INFORMATION	6
6.1. Fuselage	6
6.1.1. Cockpit.....	7
6.2. Left Wing.....	8
6.2.1. Left Engine.....	9
6.2.2. Left Propeller	11
6.3. Nose Section	12
6.4. Right Wing.....	13
6.4.1. Right Engine	13
6.4.2. Right Propeller	17
6.5. Empennage.....	18
6.6. ELT	19
7. Future Activities.....	19

1. PARTIES TO THE INVESTIGATION

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2. HISTORY OF FLIGHT

On August 1, 2015, about 2100 eastern daylight time, a Beechcraft King Air C90B, N257CQ, experienced a loss of engine power during cruise flight and subsequently impacted terrain near Georgetown Scott County Airport – Marshall Field (27K), Georgetown, Kentucky. The commercial pilot and one passenger sustained serious injuries and the two other passengers sustained minor injuries. The airplane sustained substantial damage to both wings and the fuselage. Visual meteorological conditions prevailed, and an instrument rules flight plan was filed for the flight that departed the James M Cox Dayton International Airport (DAY), Dayton, Ohio, about 2023 with an intended destination of Lake Cumberland Regional Airport (SME), Somerset, Kentucky. The airplane was owned and operated by Absher Air LLC as a personal flight in accordance with the provisions of Title 14 Code of Federal Regulations Part 91.

According to an interview a Federal Aviation Administration (FAA) inspector conducted with the pilot, a fuel crossfeed light illuminated, the pilot reset the indication, and the right engine immediately lost power while in cruise flight. He further reported that the autofeather system feathered the right engine propeller. The pilot could not recall feathering the left engine; however, due to the injuries the pilot sustained, the inspector suspended the interview until a later date.

Preliminary information revealed that the flight originated at Red Lake Airport (CYRL), Red Lake, Ontario, Canada, earlier in the afternoon, flew to Duluth International Airport (DLH), Duluth, Minnesota, where fuel records indicated the airplane was fueled with 140 gallons of Jet A fuel with prist. The flight departed DLH about 50 minutes later and then landed in DAY, prior to departing to SME. According to personnel at the three fixed base operations (FBO) facilities at DAY, the airplane was not fueled at DAY prior to departure. One FBO facility reported that

¹ Transportation Safety Board of Canada Accredited Representative is Mr. Earl Chapman

² Transportation Safety Board of Canada Accredited Representative is Mr. Earl Chapman

security video captured the airplane taxiing onto the FBO ramp and the engines being shut down. Several people exited the airplane and were let out through the security gate to the parking lot. Subsequently, four people returned to the aircraft and it taxied out.

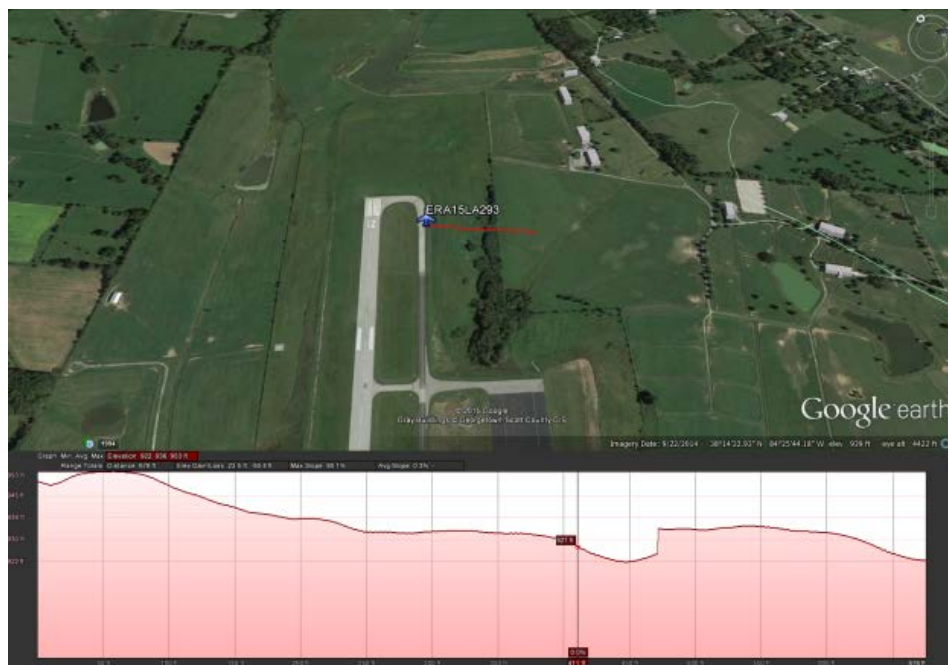


Photo 1: Google Earth with Approximate flight Path Overlay and Terrain Feature

Monaco Air Duluth, LLC
Duluth, MN 55811

MONACO AIR
DULUTH

8/11/2015
4:13PM

Sold To: Airflow, LLC
Scranton, KY 42501-1784

Level	Type	Item/Description	Qty	Amount	Quantity	Unit	List Price (Gst)	Unit Price	Extended
1	Fuel	Jet - Monaco w Fuel		140.80	140.80	Gallon			
Amount on this line includes 7.80 tax per Gallon									
2	Fee	No Landing Fee - Under 12,500 Lbs		1.00	1.00	Each			
Fuel Tax/Fees Total Due 141.80									
I Agree to pay the Amount shown to the right \$ in accordance with the Card Issuer agreement. Signed:									

Photo 2: Fuel Receipt Dated Day of Accident

3. PERSONNEL INFORMATION

According to FAA records, the pilot held a commercial pilot certificate with an airplane single-engine, multiengine land, and instrument rating, which was issued June 16, 2009, the original date of issue (DOI) was not listed. He held an FAA second-class medical certificate, issued August 14, 2014, and was issued with two (2) limitations of "Must wear corrective lenses" and "Not valid for any class after." At the time of the medical examination the pilot reported

3,022.0 total hours of flight experience. He also held a mechanic certificate with an inspection authorization, which was issued on March 27, 2007, and renewed in March of 2015.

4. AIRCRAFT INFORMATION

According to FAA records and recent phase inspection work orders, the airplane was issued and airworthiness certificate on November 19, 1975 and was originally registered to Absher Air, LLC on December 12, 2001 following its purchase on October 30, 2001 from the previous owner. It was powered by two (2) Pratt and Whitney of Canada PT6A-21 engines and was driven by two (2) McCauley four-bladed propellers model 4HFR34C768C. According to work orders the most recent phase inspection, which was a Phase 1 and 2, was conducted on April 30, 2015 with a recorded hour meter of 2312.0 hours. At that time it had accumulated 2312.0 total hours. The hour meter was located within the instrument panel and indicated 2324.6 hours.

INSPECTION COMPLETED

I certify that Phase 2 Inspection was performed in accordance with the King Air 90 Inspection Program and that the airplane is approved for return to service.

DATE: 4/30/15

MECHANIC: [REDACTED]

CREW CHIEF: [REDACTED]

QUALITY CONTROL INSPECTOR: [REDACTED]

Photo 3: Most Recent Phase Inspection - Reference Pg. 89 of 2015 Phase Inspection

**SCHEDULED INSPECTION PROGRAM (PHASE 2) - MAINTENANCE PRACTICES
(LJ-1063 AND AFTER)**

Owner <u>Abstar Air</u>	LH Eng. S/N <u>PCE-25880</u>
W/O Number <u>15-2550</u>	Total Time _____ Total Cycles _____
Date In <u>4-20-2015</u> Date Out _____	TSOH _____ Cycles SOH _____
Serial No. <u>LJ-1419</u> Reg. No. <u>1257CQ</u>	TSHSI _____ Cycles SHSI _____
Last Inspection <u>5/02/14</u> Phase <u>344</u>	RH Eng. S/N <u>PCE 25881</u>
Last Inspection Date <u>5/02/14</u>	Total Time _____ Total Cycles _____
Last Inspection Hours <u>2261.6</u>	TSOH _____ Cycles SOH _____
Hourmeter <u>2312.0</u> Total Time <u>2312.0</u>	TSHSI _____ Cycles SHSI _____
Total Cycles _____	LH Prop S/N <u>952488</u>
Researched By _____	LH Prop Total Time <u>2312.0</u> TSOH <u>114.8</u> <u>Out'd 12-17-2012</u>
	RH Prop S/N <u>950298</u>
	RH Prop Total Time <u>2312.0</u> TSOH <u>114.8</u> <u>Out'd 12-17-2012</u>

Photo 4: Phase 2 Inspection Sheet with Airframe Information - Reference Pg. 68 of 2015 Phase Inspection



Photo 5: Hour meter as found in Airplane at the Accident
(Courtesy of FAA)

5. METEOROLOGICAL INFORMATION

The 2054 recorded weather observation at Lexington, Blue Grass Airport (LEX), Lexington, Kentucky located approximately 14 miles to the southwest of the accident location, included wind from 340 degrees and 6 knots, visibility 10 miles, clear skies, temperature 22 degrees C, dew point 15 degrees C; barometric altimeter 30.00 inches of mercury.

According to the United States Naval Observatory, Sun and Moon Data, official sunset was at 2048 and end of civil twilight was 2117 the moonrise occurred at 2136 and 98% of the moon disc would have been visible had the moon been above the horizon.

6. WRECKAGE AND IMPACT INFORMATION

According to a FAA inspector, the airplane impacted the ground in a right-wing low attitude. The airplane slid about 174 feet, impacted an embankment, became airborne, and then came to rest on airport property, about 238 feet from the initial impact location. According to FAA and local police photographs, the airplane came to rest upright, on the belly of the aircraft, parallel to an airport taxiway. The left engine propeller was found in the feathered position, separated from the engine flange, and was in the vicinity of the wreckage. All four propeller blades exhibited S-bending and chordwise scratching along the propeller face. The right engine propeller blade was in flat pitch; however, only one propeller blade was bent aft and no other damage was observed on the other three right engine propeller blades.

According to recovery personnel 12 gallons of fuel was located in the left center wing tank, and about 10 gallons of fuel was located in the right center wing tank; however, the outboard fuel tanks in both wings were breached, and an accurate determination of fuel, at the time of the accident, could not be conclusively determined. The recovery personnel further reported observing blighting in the surrounding foliage of the where the aircraft came to rest.



Photo 6: Airplane at Rest - Night of Accident (Courtesy of Local Authorities)



Photo 7: Right Side of Airplane at Rest - Morning after Accident (Courtesy of Local Authorities)



Photo 8: Ground Scars Up a Berm - Airplane Vertical Tail section in Background (Courtesy of FAA)



Photo 9: Front View of Airplane at Rest (Courtesy of FAA)

6.1. Fuselage

The fuselage exhibited longitudinal buckling along the left side on the cabin crown. It also exhibited impact crush damage on the underside of the fuselage.

The left and right wing remained attached to the center wing section. The center wing section remained attached to the fuselage. The trailing edge wing flight control surfaces remained attached to their respective wing. The left and right nacelles remained attached to the center wing section, and each engine remained attached to its nacelle. The forward lower edge of each nacelle was crushed upward. The right fuselage sidewall above the center wing spars displayed perpendicular compression buckling, and the left fuselage side above the center wing section rear spar displayed perpendicular compression buckling. The rear fuselage remained attached to the fuselage cabin section. The empennage flight control surfaces remained attached to the rear fuselage.

The primary and secondary flight control cables remained intact from the cockpit controls to their respective flight control. The left aileron trim tab was observed to be about neutral, the rudder trim tab was about 12 degrees tab trailing edge right, and the two elevator trim tabs were about 25 degrees tab trailing edge down. The inboard flap actuator extensions suggested the inboard flaps were extended about 8 degrees, but the outboard flap actuators were fully retracted. The landing gear was extended. The two main landing gear lower struts were separated, and the extend braces were buckled.

The cabin interior shape was maintained. The two front seats and the cabin seating was configured as four club seating and one lavatory seat. The seats remained attached to the cabin floor. The two front (cockpit) seats forward edges were buckled downward. The cabin left rear facing seat was not damaged. The right cabin rear facing seat back edge was buckled downward. The left cabin forward facing seat front edge was buckled downward. The right cabin forward facing seat was not damaged. The proved seat and shoulder restraints were used by the two front seat occupants, and seat belt restraints were likely used by the cabin occupants. The available shoulder restraints in the cabin were not utilized.

The recovery crew reported about 12 to 13 gallons of fuel was removed from each center wing tank. About 3 gallons was removed from one wing panel. No fuel was observed in the right nacelle tank, and the right boost pump operated when external electrical power was attached directly to the pump. When the nacelle tank was filled with water, fluid leakage was noted from the base of the nacelle tank. The left nacelle fuel tank bottom was torn off by the lower nacelle crushing. The left fuel boost pump would not operate when external electrical power was attached.

The left and right firewall shutoff valves were in an "OPEN" position. The fuel cross feed valve position was not determined.

The two fuel sumps and filters were clean.

6.1.1. Cockpit

On-scene examination of the cockpit by an FAA inspector revealed that the left engine power lever was in the full forward position and the right engine power lever was approximately

mid-range. The left engine propeller lever was full forward and the right engine propeller lever was in the feather position. The condition lever for the left engine was near "low idle" and the right condition lever was in the forward position. Although the airplane was equipped with a cockpit voice recorder (CVR) the unit was deactivated and circuit breaker pulled and collard on April 5, 2007³. Both cockpit seats exhibited deformation towards the forward and left. The forward-facing left side seat in the cabin exhibited seat deformation to the forward and left direction. The aft facing seat on the right side exhibited deformation on the back-right side of the seat pan. Minimal webstretching was observed on the cockpit seatbelts and no webstretching was observed on the cabin seatbelts, also the shoulder harnesses for the cabin were stowed and exhibited no deformation and webstretching. The seats remained attached to the floor.



Photo 10: Power Lever Quadrant as Viewed on Scene (Courtesy of FAA)



Photo 11: Cockpit - Post Recovery



Photo 12: Fuel Panel - Post Recovery



Photo 13: Upper Panel - Post Recovery

6.2. Left Wing

The outboard approximate 11 inches of the wing was impact separated and not recovered; however, the separation point exhibited impact damage. The fuel cap was secured and in place. The outboard flap actuator measurement was not able to be obtained; however, when the

³ According to FAA airworthiness documentation the CVR was noted as inoperative and placard as such.

segment cable was rotated which correlated to flaps 0 degrees (flap up). The inboard flap measured 2.5 inches which correlated to a flap setting of between 6 and 10 degrees. The outboard flap segment cable, when rotated by hand, would extend and retract the flaps as designed. The landing gear was extended at the time of impact; however, the lower gear strut was separated, and the landing gear braces were buckled.

The aileron trim was noted as in the approximate neutral position. Aileron cable continuity was confirmed from the flight control surface to the separation cuts by recovery personnel.



Photo 14: Left side of Airplane at Accident Location (Courtesy of FAA)



Photo 15: Wingtip as Found along Debris Path (Courtesy of FAA)

6.2.1. Left Engine

Engine Manufacturer: Pratt and Whitney of Canada

Engine Model Number: PT6A-21

Engine Serial Number: PCE-25880

Most Recent Phase Inspection (Phase 2): April 30, 2015

Elapsed Time Since Phase Inspection: 12.6 hours

6.2.1.1. Engine Overall

The 550 shaft hp (shp) turboprop engine remained attached to the left wing at the accident location. However, was canted in the negative or downward direction approximately 15 degrees, forward of the wing. The propeller was impact separated from the propeller hub and according to photographic evidence was co-located with the main wreckage. According to the maintenance manual, the compressor rotor was comprised of three (3) axial stages, three (3) interstage spacers, and a single-stage centrifugal impeller.

The left-wing nacelle tank fuel cap remained attached but had been unsecured during the recovery. The left fuel boost pump would not operate when external electrical power was attached. The cowling was removed to facilitate further examination. The compressor turbine (CT) vanes appeared unremarkable. The CT wheel was intact with minimal light scoring on the adjacent center bore and coincided with minor rubbing on the power turbine baffle. Mechanical continuity was found from the accessory gear box to the compressor turbine. The power section

could not be rotated. Determination was made to begin disassembly of the engine to determine the binding. Power turbine disc revealed evidence of rotation scoring on the power turbine disc face, adjacent to the center bore, and blade tips. Removal of the PT did not free up the power section, and compressional deformation was noted on the exhaust case. The chip detector was removed, examined, and was free of debris. The oil filter was removed and free of debris and oil was noted. The Py system was intact and secured. The igniters were removed and were normal in appearance.

The propeller beta arm (propeller reversing lever) was noted attached to the respective attach points and at, or near, full increase. The control rod was observed to be bent and the fuel control lever fractured

The fuel control unit was removed and a liquid, similar in smell as Jet A aviation fuel was present in the fuel bowl and no debris was noted. The fuel filter was removed and was free of debris. The quantity with the fuel filter removed was about one-half (1/2) full. The left side nacelle tank was examined and opened up at the top of tank. The fuel sensing unit was removed and exhibited a bend, and the unit attach fitting was cracked. Examination of the tank revealed a breach of the bladder tank in the lower portion of the fuel tank. Further examination indicated that the fuel pump was displaced aft and exhibited impact damage in the surrounding area. Trace amounts of fuel was located in the bottom of the bladder tank. The hydro-mechanical fuel shutoff valve was accessed through an outboard access point. The fuel shutoff valve was in the "OPEN" position.



Photo 16: Left Engine as Viewed (Courtesy of FAA)



Photo 17: Left Engine Propeller Hub as Viewed (Courtesy of FAA)



Photo 18: Fuel Bowl Approximately 1/2 Full



Photo 19: Oil Filter



Photo 20: Left Engine Data Tag



Photo 21: Power Turbine Disc with Rotational Score Marks

6.2.2. Left Propeller

The left propeller was a McCauley model 4HFR34C768C, Serial No. 952488, 4-bladed, controllable pitch propeller. According to the most recent Phase inspection⁴ the propeller's most recent overhaul was December 17, 2012. At the time of the Phase inspection the propeller had accrued 2,312.0 hours total time in service (TTIS) and 114.8 hours' time since overhaul (TSO). Post recovery examination of the propeller revealed various degrees of S-bending and tip curling on all four (4) of the blades. The blade angles also appeared to be in or near the feathered position and exhibited signature marks consist with as being under power at the time of impact. The propeller spinner exhibited impact compression damage. The blades were labeled "A," "B," "C," and "D" by investigative personnel. Blade "A" exhibited leading edge damage and tip damage with a blade tip twist. Blade "B" exhibited leading edge and trailing edge damage. Blade "C" exhibited minimal chordwise scratches. Blade "D" exhibited leading edge tip damage with a nick in the leading edge. The blades labeled "A" "B" and "C" exhibited impact damage at the mating surface with the propeller spinner damage was in-line with the "C" blade. Blades "C" and "D" are bent in the opposite direction. Blades "A" and "B" are twisted in a spanwise direction.



Photo 22: Left Propeller (Courtesy of FAA)



Photo 23: Left Propeller as Found (Courtesy of FAA)

6.3. Nose Section

The nose section exhibited buckling at, and forward of, the aft bulkhead of the avionics. The nose gear was impact separated.

⁴ Reference the 2015 work orders dated April 30, 2015



Photo 24: Nose Section as Viewed (Courtesy of FAA)



Photo 25: Nose Section - Post Recovery

6.4. Right Wing

The right wing exhibited impact damage and crushing on the leading edge beginning at the engine nacelle and going outward. The outboard 35 inches was removed to facilitate recovery. The right main landing gear was impact separated and according to photographic evidence was co-located with the wreckage forward of the right wing between the engine nacelle and wingtip. The right inboard flap measurement was noted as 2 7/8 inches which correlated to an approximate 5- to 10-degree flap position. The landing gear was extended at the time of impact; however, the lower gear strut was separated, and the landing gear braces were buckled.



Photo 26: Right Wing as Found (Courtesy of FAA)



Photo 27: Inboard Flap Position - Post Recovery

6.4.1. Right Engine

Engine Manufacturer: Pratt and Whitney of Canada
 Engine Model Number: PT6A-21
 Engine Serial Number: PCE-25881
 Most Recent Phase Inspection (Phase 2): April 30, 2015
 Elapsed Time Since Phase Inspection: 12.6 hours

6.4.1.1. Engine Overall

The 550 shp turboprop engine remained attached to the right wing at the accident location and the propeller remained attached to the engine. According to the maintenance manual, the compressor rotor was comprised of three (3) axial stages, three (3) interstage spacers, and a single-stage centrifugal impeller. The engine was examined as it was received, and it remained attached to all attach mounts. The propeller blades were in the latch position or near flat pitch. The right-wing nacelle tank fuel cap remained attached but had been unsecured during the recovery. The cowlings were removed to facilitate further examination. Removal of the right inboard exhaust allowed examination of the power turbine stage. The vanes appeared normal; however, no rotation was able to be accomplished by hand. Determination was made to begin disassembly of the engine to determine the binding. The chip detector was removed, examined, and was free of debris.

The propeller beta arm (propeller reversing lever) was noted attached to the respective attach points; however, it had to be removed to facilitate disassembly. The propeller governor was a Woodward Governor Company Model No. 8210-025 F; Serial No. 11445757. The unit was examined and was noted in or near the feather position. However, upon removal of the unit the spring arm realigned and was in the low pitch position.

The fuel pump was a Sundstrand Aviation Mechanical unit; Part No. 025323-101; Serial No. 14612. The spline gear remained attached and was unremarkable. The unit was removed and a liquid, similar in smell as Jet A aviation fuel was present in the fuel bowl and no debris was noted. The quantity was approximately 1/5 of a fuel bowl full. The fuel filter was removed and was free of debris. A small crack was noted in the oil/heat exchanger fuel out line; however, no evidence of prior leaking was noted. The right-side nacelle tank was examined and opened up at the top of tank. The fuel sensing unit was removed and exhibited a slight bend, and the unit attach fitting was cracked. Examination of the tank revealed trace amounts of fluid in the bottom of the bladder tank. The nacelle tank was filled with approximately four (4) gallons of water. A minor amount of fluid was observed leaking from the base of the nacelle tank. The hydro-mechanical fuel shutoff valve was accessed through an outboard access point. The fuel shutoff valve was in the "OPEN" position. The fuel control unit was an Allied Signal; Model No. DP-F2; Serial No. A33331 was removed and the phenolic coupling remained attached and unremarkable. A sticker was attached to the unit and stated, "Rubber Assembly Date 11/2007."

Sometime following the removal of the lower cowlings the propeller blades were found to have moved to a feather or near feather position. It was unable to be determined at what point following the removal of the lower cowlings the blades went into feather.



Photo 28: Right Engine as Viewed (Courtesy of FAA)



Photo 29: Top of Right Engine - Post Recovery

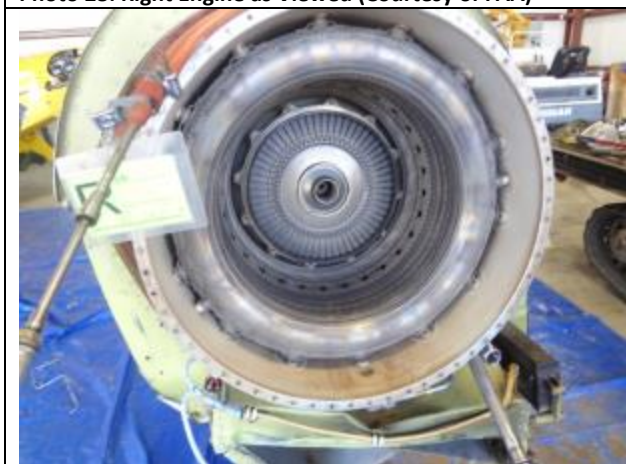


Photo 30: Compressor Turbine



Photo 31: Power Turbine Baffle



Photo 32: Fuel Control Unit Phenolic Coupling



Photo 33: Inside View of Right Nacelle Fuel Bladder



Photo 34: Oil Filter



Photo 35: Right Engine Igniters



Photo 36: Propeller Governor



Photo 37: Fuel Pump



Photo 38: Fuel Shutoff Valve as Found



Photo 39: Chip Detector

6.4.1.2. Power Turbine Shaft

The power turbine shaft section was separated from the compressor section by the investigative team. The power turbine stage was unable to be rotated by hand exhibited binding around the circumference of the outer shroud. To facilitate disassembly the shroud was cut and separated allowing the power turbine shaft to rotate by hand with no binding noted. Examination of the shroud and exterior circumference of the power turbine stage exhibited no wear marks or

gouging along the shroud. However, close examination revealed two (2) score marks along the inner section of the power turbine disc, which mated up to the power turbine vane baffle.



Photo 40: Two Parallel Minor Score Marks on Inner Section



Photo 41: Power Turbine Vane Baffle

6.4.1.3. Compressor Section

The compressor section rotated smoothly by hand and had mechanical continuity from the compressor turbine and starter generator. During the rotation the starter generator was noted as rotating. 1st stage blades were all in place and were noted as unremarkable and were devoid of any particulate ingestion damage. The compressor section was not disassembled any further as no abnormalities were noted.

6.4.1.4. Accessory Gearbox Section

The accessory gearbox section was examined. The starter/generator remained attached and was unremarkable. Two (2) igniters were removed and the electrodes appeared normal. The exciter box was unremarkable.

6.4.2. Right Propeller

The right propeller was a McCauley model 4HFR34C768C, Serial No. 950298, 4-bladed, controllable pitch propeller. According to the most recent Phase inspection⁵ the propeller's most recent overhaul was December 17, 2012. At the time of the Phase inspection the propeller had accrued 2,312.0 hours TTIS and 114.8 hours TSO. The blade angles also appeared to be in the latch position, and devoid of any signature marks or spanwise gouging, consist with developing power at the time of impact. Following the removal of the lower cowling the propeller blades moved to a feather or near feather position. The propeller blade angle is controlled by oil pressure and therefore it is likely that the absence of oil pressure allowed the blade angles to move to a feather position.

⁵ Reference the 2015 work orders dated April 30, 2015



Photo 42: Right Propeller as Viewed (Courtesy of FAA)



Photo 43: Right Engine Propeller as First Viewed - Post Recovery

6.5. Empennage

The Empennage, according to photographic evidence obtained at the accident location, remained attached to the fuselage. The horizontal section, which included the elevator, and vertical tail section, which included the rudder, remained intact and exhibited no impact crushing or damage. All flight controls and trim cables were manually manipulated at their respective recovery cut points and no anomalies were noted or detected. The elevator trim tab was measured at 0.75 inches, which correlated to a trim setting of 25 degrees trailing edge tab down. The rudder trim was measured at 8.25 inches, which correlated to a trim setting of 15 degrees trailing edge right. Examination of the cockpit trim indicator revealed about 7 degrees nose up elevator trim setting and a slight nose right rudder trim.



Photo 44: Empennage Section as Viewed from Aft looking Forward (Courtesy of the FAA)



Photo 45: Tail Section - Post Recovery



Photo 46: Rudder Trim Measurement

6.6. ELT

The ELT was located in the tail section but was removed by the recovery company. The unit was an Artex unit, Part No. 452-0130 and Serial No. 361411-060. The unit was reported as sounding at the accident location. The unit was a TSO-C91a unit and was unremarkable.



Photo 47: ELT Data Tag

7. Future Activities

The airplane will be returned to storage at the, AMF Aviation, Springfield, Tennessee facility. The insurance carrier is Old Republic and the adjuster is Les Sychak. Pending release of the wreckage by the IIC which may be released to the insurance carrier or to AMF Aviation.

8. Summary

There were no mechanical malfunctions or abnormalities that would have precluded normal operation. However, examination of the engines revealed that the left engine was developing power at the time of the accident, but no power setting could be ascertained. The right engine was examined and revealed no compressor rotation or power at the time of the accident; however, two (2) light score marks, noted on the power turbine, was likely due to the propeller windmilling at the time of the accident.