

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ERA24FA097

WRECKAGE EXAMINATION

January 27 & 28, 2024

TABLE OF CONTENTS

A. ACCIDENT.....	3
B. WRECKAGE EXAMINATION.....	3
C. SUMMARY	3
D. DETAILS OF THE EXAMINATION.....	3
1.0 ACCIDENT SITE	4
2.0 AIRFRAME EXAMINATION.....	4
2.1 Fuselage.....	4
2.2 Empennage	4
2.3 Wings.....	5
2.4 Landing Gear.....	5
2.5 Cockpit.....	5
2.6 Survivability.....	5
2.7 Fuel/Fuel System.....	6
2.8 Other Systems	6
3.0 ENGINE EXAMINATION	6
4.0 PROPELLER EXAMINATION	6
5.0 PILOT INFORMATION	6
6.0 AIRCRAFT INFORMATION	6
7.0 METEOROLOGICAL INFORMATION	6

A. ACCIDENT

Location: Londonderry, NH
Date: January 26, 2024
Time: 0726 EST
Helicopter: N53RP

B. WRECKAGE EXAMINATION

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C. SUMMARY

On January 26, 2024, about 0726 eastern standard time, a Beech C99, N53RP, was substantially damaged when it was involved in an accident near Londonderry, New Hampshire. The commercial pilot was seriously injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 135 on-demand cargo flight.

According to preliminary information from Federal Aviation Administration air traffic control (ATC), the airplane departed Manchester Boston Regional Airport (MHT), Manchester, New Hampshire, at 0710, destined for Presque Isle International Airport (PQI), Presque Isle, Maine. Immediately after takeoff, the airplane broadcast an emergency transponder code. The airplane then flew erratically for 16 minutes while the ATC controller attempted to establish radio contact, before it collided with wooded terrain about 5 miles south of MHT.

The airplane's left side (pilot side) cockpit door/hatch was subsequently located in a residential yard about 5 miles north of MHT.

DETAILS OF THE EXAMINATION

1.0 Accident Site

A debris path was observed, beginning with a damage fiber optic line about 75 ft high. The debris path extended on a magnetic course of 140° for about 200 ft through wooded terrain. The right aileron was found near the beginning of the debris path, suspended in a tree. The wreckage came to upright and oriented south at the end of the debris path. The portable ladder for pilot entry was found resting near the left engine nacelle.



2.0 Airframe Examination

2.1 Fuselage

The fuselage remained intact with both wing roots attached and the empennage partially attached. There was a hole in the upper left side of the cockpit where the door/hatch was missing.

2.2 Empennage

The empennage had partially separated from the main wreckage and was canted right. The left horizontal stabilizer and elevator remained attached to the empennage. The outboard section of the right horizontal stabilizer separated and was located about the midpoint of the debris path. The right elevator separated and was located near the right horizontal stabilizer. The upper section of the vertical stabilizer separated and was also found near the midpoint of the debris path, but the rudder remained attached to the empennage. The horizontal stabilizer trim actuator was found in a neutral position. The rudder trim actuator was found beyond limits left tab.

2.3 Wings

Both wings separated outboard of the engine nacelles. The right wing fragmented into small sections along the debris path. The outboard section of left wing remained intact, with aileron attached, and was found aft of the empennage. Measurement of flap actuators corresponded to a flaps retracted setting. The aileron trim actuator (located in the left wing) was found in a neutral position.

2.4 Landing Gear

All three landing gear remained attached and were in the retracted position.

2.5 Cockpit

The cockpit was crushed, but the pilot seats and harnesses (3-point, dual shoulder harness) remained intact. The left throttle lever was in the aft position. The right throttle lever and both propeller levers were in the forward position. All flight control cable continuity was confirmed from their respective flight control surfaces to the cockpit, with multiple broomstraw cable separations.

The left side cockpit hatch/door and portable ladder were staged during wreckage examination for orientation purposes. The left side cockpit door/hatch handle (inside and outside handle) operated normally when moved by hand.



2.6 Survivability

The two cockpit seats were equipped with three-point, dual shoulder, harnesses.

2.7 Fuel/Fuel System

Each wing was equipped with a 129-gal main fuel tank and a 57-gal auxiliary fuel tank. The operator reported that the airplane departed with 2,000 lbs. of fuel.

2.8 Other Systems

N/A

3.0 Engine Examination

Both engines were remained attached to the airframe and were not examined.

4.0 Propeller Examination

Both three-bladed propellers remained attached to their respective engine. All propeller blades exhibited little or no rotational damage.

5.0 Pilot Information

Pilot information was provided to the NTSB by the FAA and operator.

6.0 Aircraft Information

The airplane was manufactured in 1982 and powered by two Pratt & Whitney PT6A-36, 715-hp turboprop engines, driving a three-bladed Hartzell constant speed propeller. The airplane was maintained under an Approved Aircraft Inspection Program and its most recent event 1 inspection was completed on November 16, 2023. At the time of the accident, the airframe had accumulated 28,882 total hours of operation. The left engine had accumulated 31,659 total hours of operation and the right engine had accumulated 26,283 total hours of operation.

7.0 Meteorological Information

SPECI KMHT 261248Z 36004KT 3SM RA BR BKN010 OVC024 02/00 A3020

Submitted by:

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