

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ERA24LA223

WRECKAGE EXAMINATION SUMMARY

May 5, 2026

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A. ACCIDENT

Location: Lehigh Acres, Florida
Date: May 20, 2024
Time: 1008 EDT
1408 coordinated universal time (UTC)
Airplane: N762MC, Beechcraft UC-12B

B. INVESTIGATIVE TEAM

IIC	Timothy W. Monville NTSB-OAS/ERA Washington, DC
Party Coordinator	Ricardo Asensio Textron Aviation Wichita, Kansas
Party Coordinator	Milton C. Andia Pratt & Whitney Canada
Party Coordinator	Les Doud Hartzell Propeller LLC Piqua, Ohio
Party Coordinator	Nate Gansen Lee County Mosquito Control District Lehigh Acres, Florida

C. SUMMARY

On May 20, 2024, about 1008 eastern daylight time, a Beechcraft UC-12B airplane, N762MC, was substantially damaged when it was involved in an accident near Lehigh Acres, Florida. The pilot and the copilot were not injured. The airplane was operated as a public aircraft.

The purpose of the flight was to train a new copilot in the right cockpit seat for the Lee County, Florida Mosquito Control District (LCMCD). The flight instructor was in the left cockpit seat.

After an uneventful training mission, the flight returned for landing on runway 32 at Buckingham Field Airport (FL59), Lehigh Acres, Florida. The pilot flying (PF) landed the airplane on runway 32 with both power levers at idle, then after touchdown lifted them over the gate into beta and then farther aft into reverse. The airplane veered to the left which neither flightcrew member was able to correct, and the airplane travelled off the left side of the runway into a 5 ft deep depression causing the left main and nose gears to collapse. The airplane came to rest upright (see Figure 1).



Figure 1 Left Forward Quartering View of the Airplane Where it Came to Rest

D. DETAILS OF THE INVESTIGATION

1.0. General Airplane Information

1.1 Airplane Description and Maintenance Information

The two-place model A200C (UC-12 B) airplane, serial number 1612002, was manufactured by Beech Aircraft Corporation. It was an all-metal, low wing twin turbo-propeller airplane. The aircraft was not configured with a ground idle reset system or an annunciator that illuminated when either propeller was in Beta

or Ground Fine. It was equipped with a propeller reverse not ready annunciator light placarded "RVS NOT READY" on the annunciator panel that would alert the pilot that full reverse capability was not available. The light would illuminate only when the landing gear handle was down, and if the propeller levers were not at the HIGH RPM (full forward) position.

The operator provided NTSB a "Flight Log List" going back 90 days from the accident date, or to February 20, 2024. That list reflected the first and last flights were dated February 29, 2024, and May 17, 2024, respectively. During that time span, the airplane had accrued 12 landings and 4.4 flight hours. There were no listed discrepancies for any of the four (4) flights. Of note, the left seat occupant of the accident flight was recorded as being the pilot of that airplane during a "maintenance" flight 3 days before the accident date. Personnel of LCMCD reported to NTSB that the "maintenance" flight was, "actually a droplet test to certify our spray equipment", and "The flight was not conducted in reference to any maintenance performed on the aircraft. The term "maintenance" was used because the maintenance department requested the flight for spray system certification."

2.0. General Engine Information

2.1 Engine Description

The airplane was equipped with two Pratt & Whitney Canada PT6A-41 engines each rated at 850 shaft horsepower at 2,000 rpm. The propeller CSU was mounted on the top, front position of the reduction gearbox of the PT6A-41 engine.

2.2 Engine Controls

According to the Beech Super King Air A200C (US Navy UC-12B (BJ-1 through BJ-66) maintenance manual supplement, the PT6A-41 engines are controlled by three levers: the power lever, propeller control lever, and the condition (idle and fuel cutoff) lever. The power lever controls fuel flow to the affected engine to increase or decrease engine RPM. The propeller control levers are operated conventionally and control the constant speed propellers through the primary governor and manual feathering. Each propeller lever operates a speeder spring inside the primary governor to reposition the pilot valve, which results in an increase or decrease of propeller rpm. For propeller feathering, each propeller lever manually lifts the pilot valve to a position which causes complete dumping of high pressure oil. Detents at the rear of lever travel prevent inadvertent movement into the feathering range. Normal operating range is 1,600 thru 2,000 rpm. The condition lever enriches or leans the fuel system to provide best engine operation and provides a fuel shutoff.

2.3 Engine Maintenance History

2.3.1 Left Engine

The left engine, SN PCE85350 was inspected last in accordance with (IAW) an interim and also 100 hour/12 month inspections (see Figure 2).

Lee County Mosquito Control District, Left Engine Log Entry			
Date: 13 Feb 2024	Registration: N762MC	Serial # BJ-16	Hobbs: 104.1
Cycles: 34296	Aircraft Total Time: 19456.0		Landings: 34337
Lt Engine s/n PCE-85350 - TT: 11328.4 TSOH: 1384.6 TSHSI: 112.3			
• Performed Interim inspection • Performed table 601 100hr/12m inspection items. • Performed compressor wash and corrosion inhibition. • Inspected p3 filter, fuel pump inlet screen and outlet filter • Took oil sample.			
This Aircraft was inspected/repared in accordance with current FAA regulations and has been determined to be in an airworthy condition.			
Mechanic: LCMCD		Signature: Public Use	

Figure 2 Left Engine Last Inspection Entry

2.3.2 Right Engine

The right engine, SN PCE85382 was inspected last in accordance with (IAW) an interim and also 100 hour/12 month inspections (see Figure 3).

Lee County Mosquito Control District, Right Engine Log Entry			
Date: 13 Feb 2024	Registration: N762MC	Serial # BJ-16	Hobbs: 104.1
Cycles: 34296	Aircraft Total Time: 19456.0		Landings: 34337
Rt Engine s/n PCE-85382 - TT: 13296.7 TSOH: 594.3 TSHSI: 112.3			
• Performed Interim inspection. • Performed table 601 100hr/12m inspection items. • Performed compressor wash and corrosion inhibition. • Inspected p3 filter, fuel pump inlet screen and outlet filter. • Took oil sample.			
This Aircraft was inspected/repared in accordance with current FAA regulations and has been determined to be in an airworthy condition.			
Mechanic: LCMCD		Signature:	

Figure 3 Right Engine Last Inspection Entry

3.0. General Propeller Information

3.1 Propeller Description

The airplane was equipped with two, four-bladed, Hartzell HC-D4N-3A/D9515 constant speed, single acting, hydraulically controlled, manually reversible propellers.

3.2 Propeller Maintenance History

3.2.1 Left Propeller

On February 5, 2024, the left propeller, serial number (SN) FY4595 was overhauled by Palm Beach Aircraft Propeller, Inc., (see Figure 4).

Palm Beach Aircraft Propeller, Inc.
Lantana, Florida 33462
FAA Certified Repair Station No. LU4R349M
Date: 2/5/2024
Prop Mod: HC-D4N-3A/D9515 Ser # FY4595
Propeller Total Time: 104.1 T.S.O. 0
This propeller was Overhaul
SERVICE WITH NYCO GREASE PER HC-SL-61-366
It was functionally tested in accordance with current Federal Aviation Regulations and was found airworthy. Details of the repair are on file. 2783
Lawrence R. Harris
Form # PR 28 LB Rev. 0. 2-1-2018

Figure 4 Left Propeller Overhaul Entry

On February 13, 2024, at hour meter 104.1, airplane total time 19,456.0 hours, total landings 34,337, an interim inspection was performed. In addition, the overhauled left propeller was installed (see Figure 5).

Lee County Mosquito Control District, Left Propeller Log Entry			
Date: 13 Feb 2024	Registration: N762MC	Serial # BJ-16	Hobbs: 104.1
Cycles: 34296	Aircraft Total Time: 19456.0		Landings: 34337
Left Prop s/n FY4595 - TT: 104.1 TSOH: 0.0			
- Performed Interim inspection. - Reinstalled propeller after overhaul, torqued and saftied.			
This Aircraft was inspected/repared in accordance with current FAA regulations and has been determined to be in an airworthy condition.			
Mechanic: LCMCD		Signature:	

Figure 5 Left Propeller Installation After Overhaul and Interim Inspection Entry

3.2.2 Right Propeller

On February 5, 2024, the right propeller, SN FY4587 was overhauled by Palm Beach Aircraft Propeller, Inc., (see Figure 6).

Palm Beach Aircraft Propeller, Inc.
 [REDACTED]
 Lantana, Florida 33462
 FAA Certified Repair Station No. LU4R349M

Date: 2/5/2024

Prop Mod: HC-D4N-3A/D9515K Ser # FY4587

Propeller Total Time: 104.1 T.S.O. 0

This propeller was Overhaul

SERVICE WITH NYCO GREASE PER HC-SL-61-366

It was functionally tested in accordance with FAA regulations and was found airworthy. Details of the repair are on file [REDACTED]

Lawrence R. Harris [REDACTED] Authorized Signature

Form # PR 28 LB Rev. 0. 2-1-2018

Figure 6 Right Propeller Overhaul Entry

On February 13, 2024, at hour meter 104.1, airplane total time 19,456.0 hours, total landings 34,337, an interim inspection was performed. In addition, the overhauled right propeller was installed (see Figure 7).

Lee County Mosquito Control District, Left Propeller Log Entry			
Date: 13 Feb 2024	Registration: N762MC	Serial # BJ-16	Hobbs: 104.1
Cycles: 34296	Aircraft Total Time: 19456.0		Landings: 34337
Left Prop s/n FY4595 – TT: 104.1 TSOH: 0.0			
- Performed Interim inspection. - Reinstalled propeller after overhaul, torqued and safited.			
This Aircraft was inspected/repared in accordance with current FAA regulations and has been determined to be in an airworthy condition.			
Mechanic: LCMCD		Signature: [REDACTED]	

Figure 7 Right Propeller Installation After Overhaul and Interim Inspection Entry

4.0. Propeller Constant Speed Unit (CSU) Description

The propeller CSU increased the supplied engine oil pressure to the pressure relief valve, through internal passages to the pilot valve and then to the propeller transfer sleeve to automatically vary the propeller blade pitch to match load torque to engine torque in response to changing flight conditions based on the set position of the propeller control in the cockpit. The propeller control lever in the cockpit pedestal connected with the CSU via an engine control cable that attached at the speed lever at the CSU. The maximum propeller redline limit was 2,000 rpm, which equated to a governor rpm of 3,840.

The integral Beta valve plunger was controlled by the propeller reversing linkage of the turboprop engine installation. Outward movement of the valve plunger shuts off oil to the propeller servo and was limited by a mechanical stop. When propeller speed was less than the propeller governor speed setting, the propeller governor supplied more oil to the propeller servo piston to further decrease propeller pitch until the feedback linkage pulled the Beta valve plunger outward and blocked the propeller oil supply, stopping at the hydraulic low pitch stop and thus preventing further pitch change.

5.0. On-Scene Airplane and Engine Documentation

5.1 Runway Tire Marks Description

Examination of the runway in the direction of landing (runway 32) revealed tire marks from the left main landing gear were observed first¹ (see Figure 8), while tire marks from the right main landing gear were noted farther along the runway². The tire marks from the left and right gear tires were noted left of runway centerline. Using Google Earth, the tire marks from the left main were noted about 1,716 ft from the approach end of the runway.

¹ The first identified marks from the left main landing gear were located at 26.646822° north latitude and -81.708955° west longitude.

² The first identified marks from the right main landing gear were located at 26.647014° north latitude and -81.709069° west longitude.



Figure 8 View of Runway in Direction of Landing With Pink Marker on Runway Showing Marks From Left Main Landing Gear Tires

While the tire marks from the right tires were noted about 1,795 ft from the approach end of the runway. The first tire marks show a gentle drift to the left followed by an aggressive veer to the left that began about 1,900 ft from the approach end of the runway (see Figure 9). The airplane came to rest in a fish pond/depression which was about 5 ft deep about 2,450 ft from the approach end of the runway.

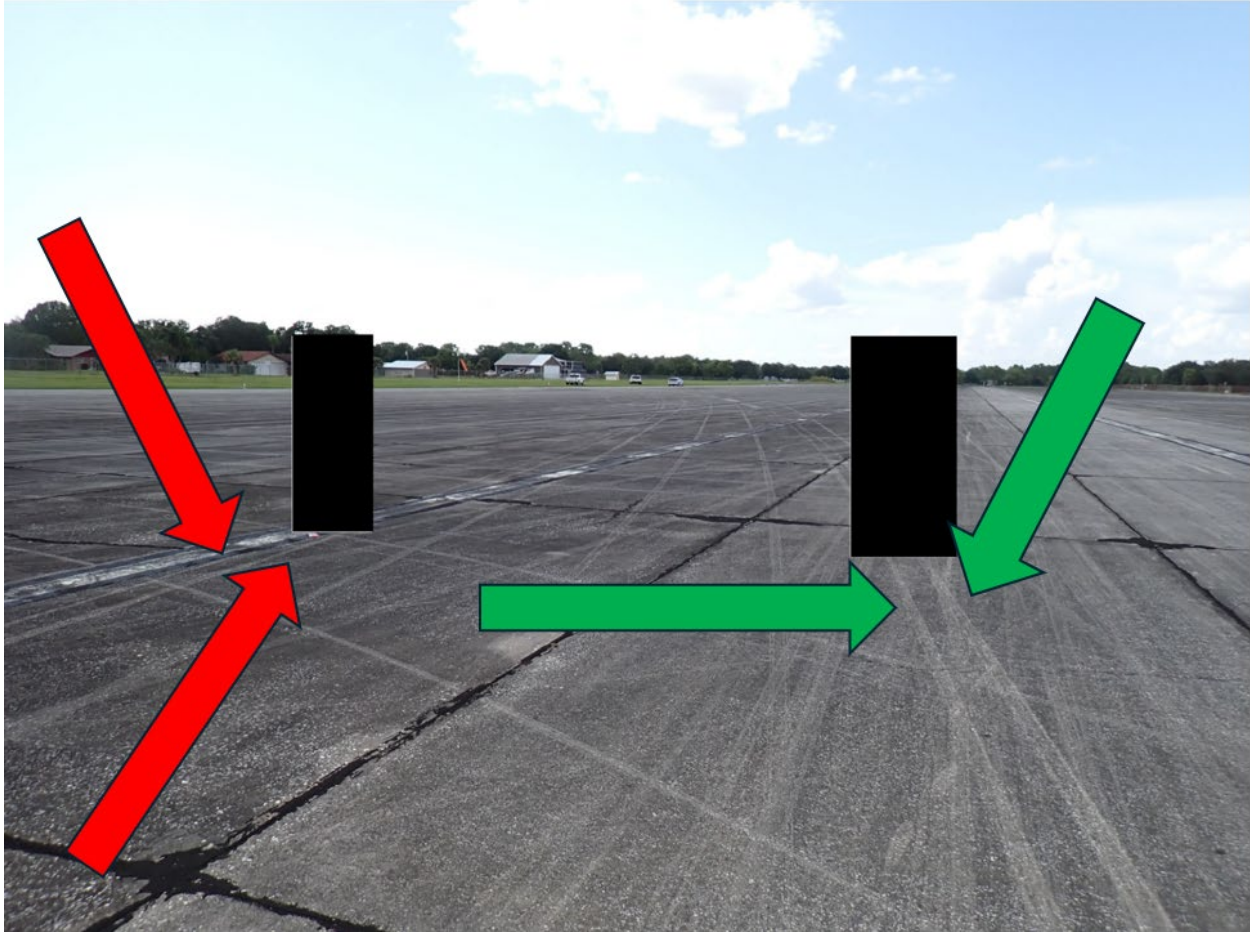


Figure 9 Red Arrows Point to Tire Marks from Left Main Landing Gear While Green Arrows Point to Tire Marks From Right Main Landing Gear

5.2 Airframe

Examination of the airplane following recovery was performed by personnel from NTSB, Textron Aviation, Hartzell Propeller LLC, Pratt & Whitney Canada, and Lee County Mosquito Control District.

5.3 Engine(s)

5.3.1 Left Engine

Examination of the left engine revealed the Beta ring was pulled forward and jammed in the forward position due to impact damage. The carbon block was in the guide, and the beta lever was under the retention arm (normal). Because of the position of the Beta valve, the power lever rigging check could not be performed. The low pitch stop sleeves were removed to allow the Beta ring and Beta valve to relax to the "home" position, which it did.

Testing of the left engine Power Lever – Adjustment/Test was performed in accordance with (IAW) the airplane maintenance manual 76-10-03 Revision E2, steps 1 and 2 (Figure 10). While no adjustment was performed, the left Beta Valve was found about 3/32 inch forward of the Beta Valve Cap Nut (Figure 11) but it should have been flush with the Cap nut. No further adjustments or checks were made of the system.

2. Power Lever

A. Adjustment

NOTE:

Do not lubricate engine control cables under any circumstances.

(1)

Disconnect the rear rod end clevis from the propeller control cam and disconnect the engine power lever from the control cable leading to the power control lever in the cockpit (Ref. Figure 501).

(2)

Disconnect the interconnect rod to the fuel topping governor.

(3)

Adjust the front end clevis until the bottom of the slot where the beta valve attaches to the propeller reversing lever is even with the cap nut on the beta valve.

NOTE:

When removing the front rod end clevis from the propeller reversing lever, retain the small spacer installed on the reversing lever. It is not a standard hardware item and can easily be lost as it falls free when the clevis is removed.

Figure 10 View of Power Lever Check



Figure 11 View of the Tested Position of the Left Beta Valve

Further examination of the left engine revealed that 0.020 inch safety wire did not pass thru either the front or aft witness holes of the push/pull propeller reversing cable.

Post NTSB inspection, a representative of LCMCD reported the left engine oil was down 2 quarts from the maximum setting.

5.3.2 Right Engine

Examination of the right engine revealed the Beta ring was in the home position, the carbon block in the guide, the beta lever was under the retention arm (normal), but the Beta valve was positioned slightly below the normal flush point (Figure 12). The air conditioning compressor, the fuel control unit, and the starter generator were fractured from the accessory gearbox but remained attached by

cables, hoses, and electrical cables. Four of the six inlet case struts were fractured.

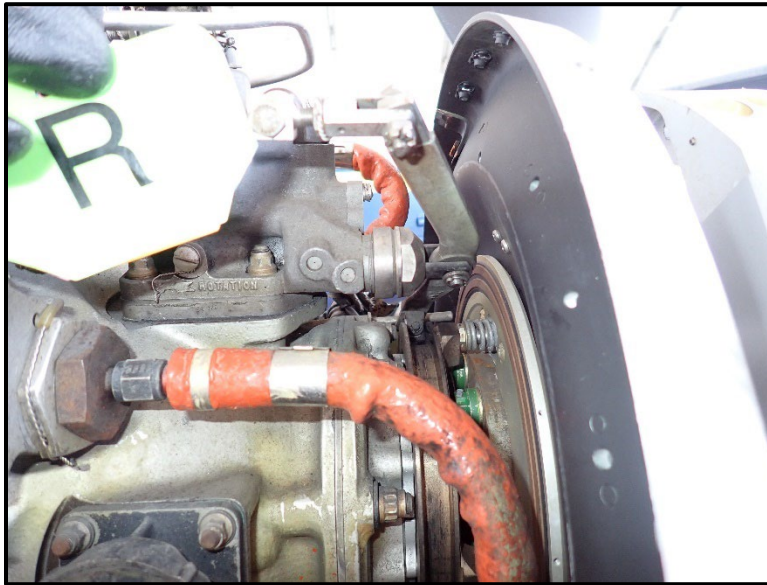


Figure 12 View of the Right Beta Valve at the Start of the Examination

Testing of the right engine Power Lever – Adjustment/Test was performed IAW the airplane maintenance manual 76-10-03 Revision E2, steps 1 and 2 (see Figure 10). While no adjustment was performed, the right Beta Valve was found about 4/32 inch forward of the Beta Valve Cap Nut (see Figure 13), but it should have been flush with the Cap nut. No further adjustments or checks were made of the system.



Figure 13 View of the Tested Position of the Right Beta Valve

Further examination of the right engine revealed that 0.020 inch safety wire did not pass thru the front witness hole of the push/pull propeller reversing cable, but it did pass thru the aft witness hole.

Post NTSB inspection, a representative of LCMCD reported the right engine oil was down 3 quarts from the maximum setting.

5.4 Propeller(s)

5.4.1 Left Propeller

Examination of the left propeller (see Figure 14) revealed all blades exhibited leading edge nicks, were bent aft midblade and also bent opposite direction of rotation, were twisted towards low pitch with chordwise rotational scoring on the cambered side of the blade. The L2 and L4 blades were found rotated beyond the reverse position, indicating internal damage. Blades L1 and L3 were at approximately flight idle/ground idle position. The pitch change rod was displaced forward 1.87 inches from the feather stop. The low pitch stop sleeves were displaced 0.26 inches forward of the home position. There was no evidence of preimpact failure or malfunction of the left propeller.



Figure 14 Left Propeller

5.4.2 Right Propeller

Examination of the right propeller (see Figure 15) revealed all four blades appeared to be in the feathered position and exhibited leading edge nicks. All blades were bent aft and also bent opposite the direction of rotation in the outboard 1/3 of the blade. All blades were twisted towards low pitch and exhibited rotation chordwise scoring on the cambered side of the blade. The

pitch change rod was displaced 0.11 inch forward of the feather stop. There was no evidence of preimpact failure or malfunction of the right propeller.



Figure 15 Right Propeller

5.5 Fuselage/Empennage

Examination of the fuselage revealed the left aft portion exhibited compression buckling at fuselage station 348 (see Figure 16).



Figure 16 Fuselage Damage

5.6 Wings

The left wing exhibited compression buckling on the upper wing skin at wing station (WS) 195 (see Figure 17) and also just outboard of the wing fuel filler cap at WS 306 (see Figure 18).



Figure 17 Left Wing Damage



Figure 18 Left Wing Damage

5.7 Flight Controls and Flaps

Flight control continuity was confirmed for roll, pitch, and yaw from the cockpit to each control surface.

5.8 Landing Gear

Examination of the left main landing gear revealed the inboard upper trunnion attach bolt was sheared. The upper and lower knee or torque links remained attached. No flat spotting of either tire was noted. The outboard tire pressure was 0 psi³, while the inboard tire pressure was 44 psi.

Examination of the right main landing gear revealed that the drag brace was cut. Both tires exhibited flat spots consistent with sliding (see Figure 19). The inboard tire had 0 psi air pressure while the outboard tire was at 46 psi.

³ Per Nate Gansen, LCMCD Aircraft Mechanic III, the tire bead of 1 tire rolled during recovery of the airplane.



Figure 19 Right Main Landing Gear Tires

5.9 Cockpit

Examination of the cockpit revealed it was partially secured for shutdown.

The following readings were noted:

Hour Meter – 0108.4

Flap selector – Up

Flap Indicator - Up when aircraft's electrical power applied

Landing Gear Selector Handle – Up

Prop Sync – Off (normal for landing)

Pedestal (see Figure 20) –

Left Power Lever- Flight Idle

Right Power Lever - Flight Idle

Left Propeller Lever - 1 inch forward of Feather

Right Propeller Lever - 1 inch forward of feather

Left Condition Lever - Past Low Idle Detent

Right Condition Lever - Past Low Idle

Elevator Trim - Takeoff Range

Rudder Trim - 0 or neutral

Aileron Trim - 0 or neutral



Figure 20 View of the Throttle Quadrant

Following documentation of the positions of the left and right engine controls, Beta valves, and engine controls and reverse linkages. Each power lever and propeller control lever were exercised, and continuity was confirmed from the pedestal to each respective attach point. Each power lever was moved aft of the idle stop into Beta range and moved freely but could not be moved farther aft into Reverse (normal) because the engines were not running. Each propeller control moved forward to the full forward or High RPM position with no discrepancies noted.

6.0. PARTS RETENTION

The left and right engine CSU's as well as the left and right engine fuel control units were retained for operational testing⁴.

Submitted by:

Timothy W. Monville
Sr. Air Safety Investigator

⁴ Refer to NTSB Evidence Control Forms contained in the NTSB public docket for the investigation.