



PRELIMINARY REPORT

In accordance with Annex 13 to the International Civil Aviation Organisation Convention, Chicago 1944, Council Directive 94/56/EC, 21st NOV 1994, and article 11th n^o 3 of Decree-Law n^o 318/99, 11th AUG 1999, the sole purpose of this investigation is to prevent aviation accidents. It is not the purpose of any such accident investigation and the associated investigation report to apportion blame or liability. The only aim of this technical report is to collect lessons which may help to prevent future accidents.

This preliminary report has been prepared on the basis of the initial information gathered during the investigation process, without any analysis and based on the description of the circumstances of the accident. Some of the points covered may evolve with time. Nothing in the presentation of this report should be interpreted as an indication of the orientation or conclusions of the investigation, which may evolve according new facts gathered and subsequent analysis. Final report will be the official document and will enshrine definitive results of the investigation and it will be published in GPIAA web page www.gpiaa.gov.pt

Reference:	29/ACCID/2009
Date/Time:	AUG/14/2009 at 18:10 UTC (19:10 LOCAL)
Local:	Residential quarter of Almeirim, Évora
Aircraft:	Beechcraft 99A; s/n U79; registration: F-BTME; Engines: 2X PT6A/20; s/n: PCE-21733 + PCE-21360; Propellers: 2X Hartzell HCB3TH3B; s/n: BUA22020 + BUA22522
Pilot:	Male, 40 years, FAA Private Pilot License (Aeroplanes) ?, 400 hours ?
Type of Flight:	Air Work, Parachute jumping
People on Board:	1 Pilot + 14 Passengers
Personal Injuries:	1 Pilot + 1 Passenger Fatal Injuries
Aircraft Damage:	Destroyed

Summary: Since eleven o'clock, in the morning, the aircraft was involved in several parachute jumping flights, having an approximately duration of 15/20 minutes each.

By 18.47 (UTC), the aircraft took-off for the last jumping, carrying on board 13 equipped parachutists and a passenger on cockpit right hand seat. The intention was to climb to 13 000' (AMSL), where parachute jumping would be started.

When climbing through 10 500', the pilot informed the passengers that he had lost left engine and they should leave the aircraft as soon as possible. All 13 parachutists jumped, in sequence, and the pilot, with the other passenger, started descending for landing on runway 01 at Évora aerodrome (LPEV), without calling the Tower to inform the situation or transmit any distress message.



According visual witnesses, located at the aerodrome, the aircraft approached the runway, slightly out of runway axis, at excessive speed, the pilot being unable to stop the aircraft on runway distance available. Reaching runway end, still with high speed, he decided to reject landing and try a single engine go-around. Power was increased on right engine and the aircraft started climbing slowly and turning to the left. Due some terrain irregularity, viewers lost aircraft sight for some moments until it appeared again, near the houses of nearby residential quarter, with a significant bank, prior to hit one house's roof and crash on the street, upside down, being engulfed in fire, immediately.

Rescue services were called and came to scene but have to wait for fire extinction before the bodies could be rescued, with the support of a disincarcerating truck.

On site first investigation: Fuselage and right wing were consumed by fire, while left wing and engine were damaged by impact. Impact forces caused engine shafts to broken and respective propellers were separated. None of them was feathered and the blades were damaged, the left one showing signs of loss of power while the right one was running at normal power settings. The only part spared by fire was the empennage, where trim tabs could be confirmed in neutral position (rudder and elevator).

Cockpit was so destroyed that it was impossible to determine engine and flight controls command levers position. Even so, left wing flap showed a position equivalent to 30° flaps down and landing gear legs fractures and position seemed to indicate the gear was extended before collision.

Pilot: Pilot documents, including his Flight License and Flight Log were not found. His relatives declared knowing nothing about its location but that they used to be carried by the pilot himself when he went to fly. Asked Civil Aviation Department (INAC) we were informed there was no registries with pilot's name. Considering it was a French registered aircraft, he should have a Licence validated by French Civil Aviation Department (DGAC). After some contacts we were told that no License was presented to that Department. As he used to fly a USA registered aircraft, we are willing to know if he got a FAA License, and what qualifications were endorsed.

Follow-up: P&WC has been consulted on the possibility of having some research work at manufacturer's plant in Canada, about engine's behaviour, and some measures are in progress in order to prepare the engines to be shipped to the factory.

The investigation continues, following normal procedures.

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