



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CHARLOTTE, TX	<b>Accident Number:</b>	FTW82FRG24
<b>Date &amp; Time:</b>	03/08/1982, 0000 CST	<b>Registration:</b>	N700W
<b>Aircraft:</b>	BEECH E18S	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor

**Flight Conducted Under:** Part 91: General Aviation -

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## Analysis

THE AIRCRAFT CRASHED DURING TAKEOFF FROM A CLEARING ON A RANCH AND THEN WAS ABANDONED. THE AIRCRAFT LANDING GEAR STRUCK A CONCRETE TROUGH FOR WATERING CATTLE. DRUGS WERE FOUND ON BOARD THE AIRCRAFT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF

### Findings

1. (F) STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
2. (C) REASON FOR OCCURRENCE UNDETERMINED

## Factual Information

### Pilot Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

### Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N700W
Model/Series:	E18S E18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	BA-54
Landing Gear Type:	Retractable - Tailwheel	Seats:	10
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	9300 lbs
Time Since Last Inspection:	42 Hours	Engines:	2 Reciprocating
Airframe Total Time:	12746 Hours	Engine Manufacturer:	P&W
ELT:	Installed	Engine Model/Series:	R-985
Registered Owner:	FEDERATED AIR FREIGHT	Rated Power:	450 hp
Operator:	FEDERATED AIR FREIGHT	Operating Certificate(s) Held:	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Not Reported
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	/ 0° C
Precipitation and Obscuration:			
Departure Point:	SAN MIGUEL RANC, TX	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

## Airport Information

Airport:	SAN MIGUEL RANCH	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):		Report Date:	03/08/1983
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).