



National Transportation Safety Board Aviation Accident Final Report

Location:	CARLSBAD, NM	Accident Number:	FTW82FA173
Date & Time:	05/12/1982, 2130 MDT	Registration:	N9789S
Aircraft:	GULFSTREAM AMERICAN 980(695)	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

THE ACFT CRASHED ABOUT 1/2 MI SW OF THE DEPARTURE END OF RWY 32L. THE RWY HAD BEEN ILLUMINATED AT THE TIME OF TAKEOFF WITH THE ACFT MAKING A LEFT TURN INTO AN AREA THAT WAS NOT ILLUMINATED TOWARD THE MOUNTAINS. IT WAS A VERY DARK NIGHT WITH AN INDISTINGUISHABLE HORIZON SOUTHWESTWARD TOWARD THE HIGHER MOUNTAINS. THERE WERE TWO BRIGHTLY LIT SOFTBALL COMPLEXES LOCATED TO THE NORTH TOWARD THE CITY. A WEATHER STUDY INDICATED PROBABLE MODERATE TO SEVERE TURBULENCE & UP & DOWN DRAFTS BELOW 7,000 FT MSL, & LIGHT TO MODERATE WIND SHEAR FROM THE SURFACE UP TO 300 FT AGL. A WITNESS WHO SAW THE FIREBALL STATED SHE HAD LOST CONTROL OF HER CAR BECAUSE A GUST OF WIND PUSHED HER CAR INTO THE OTHER LANE OF TRAFFIC.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - DOWNDRAFT
3. (F) WEATHER CONDITION - GUSTS
4. (F) WEATHER CONDITION - HIGH WIND
5. (F) WEATHER CONDITION - TURBULENCE
6. (F) WEATHER CONDITION - UNFAVORABLE WIND
7. (F) WEATHER CONDITION - WINDSHEAR
8. (C) PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
9. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	43, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/02/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7000 hours (Total, all aircraft), 35 hours (Total, this make and model), 250 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GULFSTREAM AMERICAN	Registration:	N9789S
Model/Series:	980(695) 980(695)	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	95037
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	10375 lbs
Time Since Last Inspection:	90 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	460 Hours	Engine Manufacturer:	AIRESEARCH
ELT:	Installed	Engine Model/Series:	TPE-331-501K
Registered Owner:	SWEETWATER DRILLING COMPANY	Rated Power:	733 hp
Operator:	STANLEY EUGENE WWAUGH	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	9 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	21 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	65° C / 0° C
Precipitation and Obscuration:			
Departure Point:	CARLSBAD, NM	Type of Flight Plan Filed:	IFR
Destination:	OKLAHOMA CITY, OK (C)	Type of Clearance:	
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	CAVERN CITY	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:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	05/12/1983
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .	

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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](#).