



National Transportation Safety Board Aviation Accident Final Report

Location:	CHARLOTTE, TX	Accident Number:	FTW82AA167
Date & Time:	05/05/1982, 1519 CDT	Registration:	N98949
Aircraft:	BEECH B90	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	7 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT & 6 PAX WERE RETURNING HOME AFTER FISHING IN MEXICO. AFTER CLRG CUSTOMS AT LAREDO, TX, THEY DEPARTED ON THE NEXT LEG OF THE FLT. THE PLT WAS CLRD TO 11000 FT, BUT GOT OFF COURSE. HE COMMENTED THAT AN INSTRUMENT HAD POPPED, HE THEN REQUESTED 7000 FT, BUT DUE TO OTR TRAFFIC, HIS REQUEST WAS DELAYED. WHILE STILL AT 5000 FT, HE STATED, "HEY, I'M IN THE MIDDLE OF THE TOP OF THIS STUFF." APRX 7 MIN AFTER BEING CLRD TO 7000 FT, CONTROLLERS NOTED THAT THE ACFT BGN DESCENDING. THEY ATMTD TO CALL THE PLT, BUT WERE UNABLE. AN INVESTIGATION REVEALED THE ACFT HAD CRASHED AFTER THE OUTER WING PANELS AND THE EMPENNAGE HAD SEPARATED. THE EXACT SEQUENCE OF THE IN-FLT BREAK-UP WAS NOT DETERMINED. RADAR INFO INDICATED THE ACFT HAD ENTERED SVRL VERT OSCILLATIONS OF SVRL HUNDRED FEET BFR DSCNDG. AN EXAM OF THE FRACTURE SURFACES REVEALED ONLY OVERLOAD FAILURE. OTR PLTS RPRTD CLDS BTN 3000 & 6500 FT WITH ONLY LGT TURBC. THE ACFT WAS ESTIMATED TO BE APRX 65 LBS OVR THE MAX GROSS WT LMT & LOADED NEAR THE AFT CG.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE - NORMAL

Findings

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 2. (F) WEATHER CONDITION - CLOUDS
 3. (F) WEATHER CONDITION - TURBULENCE IN CLOUDS
 4. (C) REASON FOR OCCURRENCE UNDETERMINED
-

Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED
 6. WING,SPAR - OVERLOAD
 7. WING,SPAR - SEPARATION
 8. HORIZONTAL STABILIZER SURFACE - OVERLOAD
 9. HORIZONTAL STABILIZER SURFACE - SEPARATION
 10. VERTICAL STABILIZER SURFACE - OVERLOAD
 11. VERTICAL STABILIZER SURFACE - SEPARATION
-

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	63, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/26/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7385 hours (Total, all aircraft), 35 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N98949
Model/Series:	B90 B90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	LJ407
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	9650 lbs
Time Since Last Inspection:	70 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	2915 Hours	Engine Manufacturer:	P&W
ELT:		Engine Model/Series:	PT6A-20
Registered Owner:	WKT ENTERPRISES, INC.	Rated Power:	550 hp
Operator:	TEXAS AERO	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SAT, 0 ft msl	Distance from Accident Site:	43 Nautical Miles
Observation Time:	1452	Direction from Accident Site:	15°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 1700 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	73° C / 0° C
Precipitation and Obscuration:			
Departure Point:	LAREDO, TX (LRD)	Type of Flight Plan Filed:	IFR
Destination:	SAN ANTONIO, TX (SAT)	Type of Clearance:	IFR
Departure Time:	1448	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	6 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	7 Fatal	Latitude, Longitude:	

Administrative Information

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

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](#).