



National Transportation Safety Board Aviation Accident Final Report

Location:	MIDLAND, TX	Accident Number:	FTW84MA076
Date & Time:	11/26/1983, 0153 CST	Registration:	N1910L
Aircraft:	BEECH B100	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	8 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE ACFT CRASHED WHILE COMPLETING A CHARTER FLT THAT BEGAN AT 1220 CST ON 11/25/83 TO TRANSPORT A TV SPORTS FILM CREW. THE FLT BEGAN AT MIDLAND, TX & PROCEEDED TO FORT WORTH & WICHITA FALLS, TX, THEN BEGAN A RETURN FLT TO MIDLAND. DURING ARRIVAL, THE PLT TRANSMITTED THAT HE WAS TURNING ON A 1/2 MI FINAL APCH FOR RWY 16R. WITNESSES OBSERVED WHAT APPEARED TO BE A NORMAL APPROACH, BUT AT 30 TO 50 FT AGL, THE PLT INITIATED A GO-AROUND, THE ACFT PITCHED UP IN AN EXTREMELY NOSE HIGH ATTITUDE, THEN ENTERED A LEFT BANK, STALLED & CRASHED. TO DUPLICATE THE ACFT'S OBSERVED PROFILE, SIMULATION TESTS SHOWED FULL AFT YOKE PRESSURE HAD TO HAVE BEEN APPLIED WITH FULL NOSE-UP TRIM ENGAGED THRU-OUT THE MANEUVER. NO PREEEXISTING MECHANICAL DEFECTS WERE FOUND DURING THE INVESTIGATION. A TEST OF THE RGT FRONT SEAT PASSENGER'S BLOOD SHOWED A BLOOD/ALCOHOL LEVEL OF .144%. A TEST OF THE PLT'S BLOOD SHOWED NO DRUGS OR ALCOHOL, BUT A MICROSCOPIC TISSUE EXAM SHOWED CHANGES POSSIBLY INDICATIVE OF MYOCARDIAL INFARCTION; NO CAUSE OF AN INFARCTION WAS CONCLUSIVELY ESTABLISHED

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: GO-AROUND (VFR)

Findings

1. LIGHT CONDITION - DARK NIGHT
2. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: GO-AROUND (VFR)

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	29, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/11/1983
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	4000 hours (Total, all aircraft), 69 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N1910L
Model/Series:	B100 B100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BE-10
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	08/25/1983, 100 Hour	Certified Max Gross Wt.:	11800 lbs
Time Since Last Inspection:	79 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	2214 Hours	Engine Manufacturer:	AIRESEARCH
ELT:	Installed	Engine Model/Series:	TPE-331-6
Registered Owner:	RICHARD S. GADDY	Rated Power:	715 hp
Operator:	TEXAS WESTERN AVIATION	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MAF, 2867 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0150 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 25000 ft agl	Visibility	20 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13° C / 6° C
Precipitation and Obscuration:			
Departure Point:	FORT WORTH, TX (FTW)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0032 CST	Type of Airspace:	

Airport Information

Airport:	REGIONAL (MAF)	Runway Surface Type:	Asphalt
Airport Elevation:	2867 ft	Runway Surface Condition:	Dry
Runway Used:	16R	IFR Approach:	None
Runway Length/Width:	9501 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	7 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	8 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WARREN V WANDEL	Report Date:	
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](#).