



National Transportation Safety Board Aviation Accident Final Report

Location:	QUINLAN, TX	Accident Number:	FTW85MA317A
Date & Time:	08/12/1985, 1015 CDT	Registration:	N100HC
Aircraft:	BEECH 200	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

N100HC AND N33177 COLLIDED DUE TO THE FAILURE OF BOTH PLTS TO MAINTAIN ADEQUATE VISUAL SEPARATION. THE PIC OF N100HC MADE A POOR DECISION BY PERFORMING THE SIMULATED EMERGENCY DESCENT ON A LOW ALT AIRWAY. THE SOUTHERLY DESCENDING MANEUVER WAS PERFORMED BETWEEN 5500 & 3500 FT, WHICH COINCIDED WITH THE WESTERLY CRUISING ALT OF N331FF. THE PILOT OF N33177 WOULD HAVE BEEN HINDERED TO AN UNKNOWN DEGREE BY THE HIGH WING DESIGN OF THE AIRCRAFT FROM PERCEIVING N100HC AS IT DESCENDED AT A CONVERGENCE ANGLE OF ABOUT 90 DEG. THE CREW OF N100HC SAW N331FF JUST PRIOR TO COLLISION & INITIATED AN UNSUCCESSFUL ROLLING PULL-UP EVASIVE MANEUVER. A PORTION OF THE RIGHT WING AND THE EMPENNAGE OF N33177 WERE SEPARATED DURING THE COLLISION RESULTING IN ITS UNCONTROLLED VERTICAL DESCENT. POST CRASH FIRE CONSUMED THE WRECKAGE. DAMAGE TO N100HC LED TO A FORCED LANDING 7 1/2 MILES FROM THE MID AIR COLLISION.

Probable Cause and Findings

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

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: MANEUVERING

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
3. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
4. (C) INATTENTIVE - PILOT IN COMMAND
5. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Occurrence #3: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. TERRAIN CONDITION - GROUND
7. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
8. LANDING GEAR,MAIN GEAR - OVERLOAD
9. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL
10. LANDING GEAR,NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	48, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/29/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	13420 hours (Total, all aircraft), 320 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N100HC
Model/Series:	200 200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BB98
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	02/12/1985, AAIP	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:	3040 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	PT6A-41
Registered Owner:	JET FLEET INC.	Rated Power:	850 hp
Operator:	JET FLEET INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GVT, 544 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	0949 CDT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	31° C / 19° C
Precipitation and Obscuration:			
Departure Point:	DALLAS, TX (DAL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1000 CDT	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	T D MCFALL	Report Date:	
Additional Participating Persons:	JOHN R ROBERTSON; DALLAS, TX		
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/ .		

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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](#).