



National Transportation Safety Board Aviation Accident Final Report

Location:	TUBA CITY, AZ	Accident Number:	LAX89LA210
Date & Time:	05/31/1989, 2215 MST	Registration:	N987GM
Aircraft:	BEECH E-90	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None

Flight Conducted Under: Part 135: Air Taxi & Commuter - Non-scheduled

Analysis

THE PILOT STATED THAT 15 MINUTES PRIOR TO ARRIVAL HE NOTIFIED THE HOSPITAL AND ASKED THEM TO CHECK THE RUNWAY. AS HE ENTERED DOWNWIND SECURITY ADVISED HIM OF ANIMALS ON THE RUNWAY SO HE CIRCLED UNTIL THEY CALLED BACK STATING IT WAS CLEAR. JUST AS THE AIRPLANE WAS TOUCHING DOWN, TWO HORSES BEGAN TO CROSS THE RUNWAY. THE PILOT ATTEMPTED TO GO-AROUND; HOWEVER, THE AIRPLANE CONTACTED BOTH ANIMALS AND THE PILOT ELECTED TO ABORT THE GO-AROUND. THE LEFT MAIN LANDING GEAR COLLAPSED AND THE AIRPLANE SLID TO A STOP. A POST CRASH FIRE IGNITED AND WAS EXTINGUISHED SHORTLY THEREAFTER. THE LANDING WAS BEING MADE DURING DARK NIGHT CONDITIONS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THAT GROUND PERSONNEL DID NOT PROPERLY CLEAR THE RUNWAY OF ANIMALS PRIOR TO REPORTING TO THE PILOT THAT IT WAS CLEAR TO LAND.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) OBJECT - ANIMAL(S)
3. (C) AIRPORT OPERATIONS - IMPROPER - AIRPORT PERSONNEL

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial; Flight Engineer	Age:	31, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/16/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4445 hours (Total, all aircraft), 260 hours (Total, this make and model), 4189 hours (Pilot In Command, all aircraft), 79 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N987GM
Model/Series:	E-90 E-90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	LW-98
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	05/05/1989, Continuous Airworthiness	Certified Max Gross Wt.:	10100 lbs
Time Since Last Inspection:	17 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	5344 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-28
Registered Owner:	GUARDIAN HEALTH SERVICES, INC.	Rated Power:	550 hp
Operator:	GUARDIAN HEALTH SERVICES, INC.	Operating Certificate(s) Held:	None

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	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16 °C
Precipitation and Obscuration:			
Departure Point:	FLAGSTAFF, AZ (FLG)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	2140 MST	Type of Airspace:	Class G

Airport Information

Airport:	TUBA CITY (TBC)	Runway Surface Type:	Asphalt
Airport Elevation:	4966 ft	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	4475 ft / 52 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DEBRA J ECKROTE	Report Date:	05/22/1990
Additional Participating Persons:	MIKE WARTH; SCOTTSDALE, AZ		
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/ .		

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](#).