



National Transportation Safety Board Aviation Accident Final Report

Location:	HOUSTON, TX	Accident Number:	FTW83FA303B
Date & Time:	06/29/1983, 1447 CDT	Registration:	N125E
Aircraft:	Beech BH-125	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE GRUMMAN AMERICAN AA-5A, N9844U, HAD JUST LANDED. WHILE TAXING, THE AIRCREW STOPPED SHORT OF RWY 13R AS BEECHCRAFT. HAWKER BH-125, N125E, WAS TAKING OFF. THE RATED STUDENT IN N125E, WHO WAS ON A TRAINING FLT, WAS AT THE CONTROLS & BEGAN THE TAKEOFF. THE POWER-UP & TAKEOFF ROLL WERE NORMAL. ROTATION WAS DESCRIBED AS NORMAL & THE L THROTTLE WAS RETARDED TO IDLE AT 110 KTS, AS PREBRIEFED, TO SIMULATE AN ENG FAILURE. THE INSTRUCTOR PLT (IP) STATED THAT THE LIFT OFF APPEARED NORMAL & DIRECTIONAL CONTROL WAS GOOD UP TO AN ALT OF 10 TO 20 FT. THE L WING THEN STARTED TO DROP & THE STUDENT APPLIED R AILERON, BUT DID NOT STOP THE ROLL. THE IP BEGAN ADVANCING THE L THROTTLE, BUT DID NOT GET ON THE FLT CONTROLS. THE L WING HIT THE RWY & THE ACFT VEERED LEFT & SETTLED TO THE GROUND. AT IMPACT, BOTH MAIN GEAR MOUNTS FAILED, A FUEL TANK RUPTURED & A FIRE STARTED. N125E THEN SLID INTO N9844U & BOTH ACFT BURNED. BH-125 FLT MAN RCMNDS IP FOLLOW THRU, MAX BANK 5 DEG & CAUTIONS NEGATIVE WX VANING IN X-WND. BH-125 RUDDER BIAS ENGAGED. AA-5A CREW THROWN OUT, SEATBELTS UNLATCHED

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: TAKEOFF - INITIAL CLIMB

Findings

1. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
2. (F) WEATHER CONDITION - CROSSWIND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - DUAL STUDENT
5. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
6. (F) OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND(CFI)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAKEOFF

Findings

7. CLEARANCE - NOT MAINTAINED

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: OTHER

Findings

8. (F) OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/24/1983
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	9500 hours (Total, all aircraft), 5000 hours (Total, this make and model), 9500 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N125E
Model/Series:	BH-125 BH-125	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	25110
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	06/13/1983, AAIP	Certified Max Gross Wt.:	21200 lbs
Time Since Last Inspection:	21 Hours	Engines:	2 Turbo Jet
Airframe Total Time:	5283 Hours	Engine Manufacturer:	ROLLS-ROYCE
ELT:		Engine Model/Series:	VIPER 522
Registered Owner:	ERASMUS , INC.	Rated Power:	3360 lbs
Operator:	ERASMUS , INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HOU, 47 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1448 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 4500 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	34° C / 26° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	BEAUMONT, TX (BPT)	Type of Clearance:	IFR
Departure Time:	1447 CDT	Type of Airspace:	

Airport Information

Airport:	HOBBY (HOU)	Runway Surface Type:	Concrete
Airport Elevation:	47 ft	Runway Surface Condition:	Dry
Runway Used:	13R	IFR Approach:	None
Runway Length/Width:	7600 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 None	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](#).