



National Transportation Safety Board Aviation Accident Final Report

Location:	INGLESIDE, TX	Accident Number:	FTW96LA074
Date & Time:	12/18/1995, 1730 CST	Registration:	N231RL
Aircraft:	Beech 200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

Officials using a U.S. Customs aircraft intercepted a stolen airplane as it was landing. The Customs aircraft landed and blocked the single 4,996 foot runway. While the pilots of the stolen plane were attempting to takeoff to evade the law enforcement personnel, the airplane impacted a fence, crossed a ditch, and came to rest in a swamp. Two occupants of the stolen airplane were seen running from the plane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper decision, while evading law enforcement personnel during an illegal/unauthorized operation.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF

Findings

1. STOLEN AIRCRAFT/UNAUTHORIZED USE
2. (C) IMPROPER DECISION - PILOT IN COMMAND

Factual Information

On December 18, 1995, at 1730 central standard time, a Beech B200, N231RL, was substantially damaged, during takeoff near Ingleside, Texas. The commercial pilot and his passenger were not injured. The airplane was owned by R.A. Beeler Leasing Company, of Carrizo Springs, Texas, and operated by Western Airways Inc., of Houston, Texas. The airplane was stolen from the West Houston Airport at 1600. Visual meteorological conditions prevailed and no flight plan was filed.

According to U.S. Customs officials, the operator's chief mechanic reported the aircraft stolen as soon as the airplane was broken into by the two occupants. A U.S. Customs airplane was vectored to intercept the stolen airplane. The owner of the airplane reported there was approximately 800 pounds of fuel aboard at the time the airplane was stolen.

The airplane was intercepted as it was landing at the T.P. McCampbell Airport, near Ingleside, Texas. The Customs aircraft landed and blocked the single 4,996 foot runway. While attempting to takeoff to evade law enforcement personnel, the airplane impacted a fence, crossed a ditch, and came to rest in a swamp.

The two occupants of the airplane jumped out and ran. The pilot's son was captured, but the pilot was not apprehended. The following items were found in the airplane: bolt cutters, 2 masks, loaded weapons, the pilot's wallet, and charts and maps indicating that the planned destination of the flight was near Cartagena, Colombia.

The nose landing gear collapsed, the left wing sustained structural damage, and the pressure bulkhead was punctured.

Pilot Information

Certificate:	Commercial	Age:	43, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None Expired	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2000 hours (Total, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N231RL
Model/Series:	200 200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BB-868
Landing Gear Type:	Retractable - Tricycle	Seats:	11
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A
Registered Owner:	R.A. BEELER	Rated Power:	750 hp
Operator:	R.A. BEELER	Operating Certificate(s) Held:	None
Operator Does Business As:	R.A. BEELER LEASING CO.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	WEST HOUSTON, TX (IWS)	Type of Flight Plan Filed:	None
Destination:	CARTAGENA, OF (KCTG)	Type of Clearance:	None
Departure Time:	1600 CST	Type of Airspace:	Class G

Airport Information

Airport:	T.P. CAMPBELL (T43)	Runway Surface Type:	Asphalt
Airport Elevation:	17 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	4996 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WILLIAM H GAMBLE	Report Date:	06/22/1996
Additional Participating Persons:	STEVE HOMER; SAN ANTONIO, 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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