



National Transportation Safety Board Aviation Accident Final Report

Location:	VIEQUES, PR	Accident Number:	MIA83FA207
Date & Time:	08/17/1983, 1640 AST	Registration:	N129D
Aircraft:	BEECH A100	Aircraft Damage:	Substantial
Defining Event:		Injuries:	11 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT CRASH LANDED DURING A TOUCH AND GO LANDING. THE PLT SAID THAT THE ACFT WAS CAUGHT IN A WINDSHEAR OR VIOLENT DOWNDRAFT AND WOULD NOT CLIMB. HE DID NOT SAY WHY HE WAS DOING A TOUCH AND GO LANDING WITH 9 PASSENGERS ON BOARD. THE PLTS ACCOUNT OF THE ACCIDENT WAS: AFTER TOUCHDOWN I RAISED THE FLAPS AND SET TAKEOFF POWER. AT 103 KTS AND WITH 500 FT OF RWY REMAINING THE ACFT WAS LIFTED OFF. AT ABOUT 150 FT AGL AND CLIMBING I STARTED TO RAISE LANDING GEAR BUT THE ACFT STARTED TO SINK SO I LEFT GEAR DOWN. THE TREES WERE MOVING VIOLENTLY. I FELT I WAS CAUGHT IN A WINDSHEAR BECAUSE OF A SHARP DROP IN AIRSPEED AND THE ACFT QUIT PERFORMING. THE ACFT CONTINUED SINKING AND I DECIDED ON A CONTROLLED CRASH TO SAVE THE PASSENGERS. A WITNESS STATED HE (THE PLT) TOOK OFF WITHOUT ENOUGH POWER. I SAW THE PLANE WITH ITS NOSE HIGH AND TAIL LOW AND I LOST THE PLANE WHEN IT WENT INTO THE TREES. THE ACFT HIT SEVERAL CITRUS TREES AT A SHALLOW ANGLE OF DESCENT 1200 FT FROM THE END OF THE RWY. THE ACFT WENT 150 FT THROUGH THE TREES AND 350 FT ON THE GROUND BEFORE STOPPING

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) OBJECT - TREE(S)
2. (C) JUDGMENT - POOR - PILOT IN COMMAND
3. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. (C) DISTANCE - INADEQUATE - PILOT IN COMMAND
5. (C) AIRSPEED(VLOF) - BELOW - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	26, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/24/1982
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	7558 hours (Total, all aircraft), 28 hours (Total, this make and model), 3619 hours (Pilot In Command, all aircraft), 56 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N129D
Model/Series:	A100 A100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	B-134
Landing Gear Type:	Retractable - Tricycle	Seats:	11
Date/Type of Last Inspection:	01/25/1983, 100 Hour	Certified Max Gross Wt.:	11500 lbs
Time Since Last Inspection:	46 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	9420 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated	Engine Model/Series:	PT6A-28
Registered Owner:	PADOSA PRODUCTIONS	Rated Power:	680 hp
Operator:	PADOSA PRODUCTIONS	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SJU, 9 ft msl	Distance from Accident Site:	34 Nautical Miles
Observation Time:	1654 AST	Direction from Accident Site:	310°
Lowest Cloud Condition:	Scattered / 1200 ft agl	Visibility	12 Miles
Lowest Ceiling:	Broken / 12000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27° C / 25° C
Precipitation and Obscuration:			
Departure Point:	ST. CROIX, VI (STX)	Type of Flight Plan Filed:	VFR
Destination:	SAN JUAN, PR (SJU)	Type of Clearance:	None
Departure Time:	1625 AST	Type of Airspace:	Class D

Airport Information

Airport:	VIEQUES (VQS)	Runway Surface Type:	Asphalt
Airport Elevation:	44 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	2500 ft / 75 ft	VFR Approach/Landing:	Touch and Go; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	9 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	11 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	THOMAS W WATSON	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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