



National Transportation Safety Board Aviation Accident Final Report

Location:	LOCUST GROVE, AR	Accident Number:	MKC89FA027
Date & Time:	11/18/1988, 1833 CST	Registration:	N308PS
Aircraft:	BEECH E-90	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	6 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

BFR & DRG FLT, THE PLT RCVD INFO ABOUT TSTMS IN THE VICINITY OF THE DESTN ARPT. DRG ARR, THE PLT WAS GIVEN THE LITTLE ROCK ALTIMETER SETTING. HE WAS CLRD TO DSCND & CROSS THE NDB (INITIAL APCH FIX) AT OR ABV 3100' MSL, THEN WAS CLRD FOR THE APCH. ABOUT 7-1/2 MIN LATER, THE PLT DECLARED A MISSED APCH & REQUESTED ANOTHER. HE ACKNOWLEDGED CLNC FOR THE 2ND APCH, THEN THERE WAS NO FURTHER RADIO CONTACT WITH THE ACFT. SUBSEQUENTLY, THE ACFT HIT TREES & CRASHED ON HIGH (MTN) TERRAIN ABOUT 6-1/2 MI WSW OF THE ARPT. IMPACT OCCURRED WHILE THE ACFT WAS ON AN EASTERLY HEADING AT ABOUT 1195' MSL. MIN ALT FOR THE APCH WAS 2300' UNTIL ESTABLISHED INBOUND FROM THE NDB, THEN WHEN USING A LITTLE ROCK ALTIMETER SETTING, A MIN ALT OF 1860' WAS REQUIRED UNTIL PASSING THE BAIKS FAN MARKER, 4.6 MI FROM THE RWY. A PLT, WHO WAS WAITING TO DEPART THE AIRPORT, ESTIMATED THERE WAS A VARIABLE OVERCAST AT 300' TO 700' & THE VIS WAS 1 TO 2 MI WITH RAIN. THE ARPT ELEV WAS 464'.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN OBSTACLE CLEARANCE ALTITUDE AND EXCEEDING THE MINIMUM DESCENT ALTITUDE PUBLISHED IN THE APPROACH PROCEDURE.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Findings

1. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
2. (F) LIGHT CONDITION - DARK NIGHT
3. (F) WEATHER CONDITION - LOW CEILING
4. (F) WEATHER CONDITION - FOG
5. WEATHER CONDITION - RAIN
6. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. OBJECT - TREE(S)
8. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	46, 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:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/28/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2300 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N308PS
Model/Series:	E-90 E-90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	LW-92
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	12/29/1987, Continuous Airworthiness	Certified Max Gross Wt.:	10100 lbs
Time Since Last Inspection:	7 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	6964 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-28
Registered Owner:	M & L AIRCRAFT INC	Rated Power:	550 hp
Operator:	M & L AIRCRAFT, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument 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:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10° C
Precipitation and Obscuration:			
Departure Point:	ORANGE, TX (ORG)	Type of Flight Plan Filed:	IFR
Destination:	(BVX)	Type of Clearance:	IFR
Departure Time:	1630 CST	Type of Airspace:	Class E

Airport Information

Airport:	BATESVILLE REGIONAL (BVX)	Runway Surface Type:	Asphalt
Airport Elevation:	464 ft	Runway Surface Condition:	Wet
Runway Used:	7	IFR Approach:	ADF/NDB
Runway Length/Width:	6002 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	5 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	CLINT C THORPE	Report Date:	01/16/1990
Additional Participating Persons:	DAVID TOWNSEND; DALLAS, TX JOHN WARD; WICHITA, KS		
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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