



# National Transportation Safety Board

## Aviation Accident Final Report

---

<b>Location:</b>	Breckenridge, Texas	<b>Accident Number:</b>	GAA20CA013
<b>Date &amp; Time:</b>	October 14, 2019, 12:45 Local	<b>Registration:</b>	N850NK
<b>Aircraft:</b>	Socata TBM700	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

---

## Analysis

The pilot reported that, during the approach and while the airplane was about 500 ft above ground level and 81 knots, he "felt the descent rate increase significantly." The pilot increased engine power, but "the high rate of descent continued," and he then increased the engine power further. A slow left roll developed, and he applied full right aileron and full right rudder to arrest the left roll. He also reduced the engine power, and the left roll stopped. The pilot regained control of the airplane, but the airplane's heading was 45° left of the runway heading, and the airplane impacted trees and then terrain. The airplane caught fire, and the pilot and passenger exited through the emergency exit. The airplane sustained substantial damage to the windscreens and fuselage. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## 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 bank control and adequate altitude during the approach, which resulted in his failure to maintain the runway heading and a subsequent collision with trees and terrain.

## Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Lateral/bank control - Not attained/maintained
Aircraft	Altitude - Not attained/maintained
Environmental issues	Tree(s) - Effect on operation

## Factual Information

### History of Flight

Approach	Loss of control in flight (Defining event)
Approach	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Airline transport; Commercial	Age:	58,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	July 18, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 25, 2019
Flight Time:	(Estimated) 8195 hours (Total, all aircraft), 6 hours (Total, this make and model), 5764 hours (Pilot In Command, all aircraft), 81 hours (Last 90 days, all aircraft), 46 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Socata	Registration:	N850NK
Model/Series:	TBM700	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	432
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	June 25, 2019 Annual	Certified Max Gross Wt.:	6751 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:	2878 Hrs at time of accident	Engine Manufacturer:	Pratt&Whitney
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	PT6A66D
Registered Owner:		Rated Power:	850 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBKD, 1283 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:55 Local	Direction from Accident Site:	188°
Lowest Cloud Condition:	Scattered / 12000 ft AGL	Visibility	5 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	25° C / 12° C
Precipitation and Obscuration:	Moderate - None - Haze		
Departure Point:	San Angelo, TX (SJT )	Type of Flight Plan Filed:	IFR
Destination:	Breckenridge, TX (BKD )	Type of Clearance:	VFR; IFR
Departure Time:	12:10 Local	Type of Airspace:	Class G

## Airport Information

Airport:	Stephens County BKD	Runway Surface Type:	Asphalt
Airport Elevation:	1284 ft msl	Runway Surface Condition:	Dry; Vegetation
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	4997 ft / 100 ft	VFR Approach/Landing:	Forced landing; Straight-in

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	32.718887, -98.89167 (est)

## Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Corey Wehmeyer ; FAA; Lubbock , TX
Original Publish Date:	May 21, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=100412">https://data.nts.gov/Docket?ProjectID=100412</a>

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](#).