



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MCALLEN, TX	<b>Accident Number:</b>	FTW82DA093
<b>Date &amp; Time:</b>	03/14/1982, 2019 CST	<b>Registration:</b>	N9846Z
<b>Aircraft:</b>	BEECH C-45H	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal

**Flight Conducted Under:** Part 91: General Aviation -

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## Analysis

ABOUT 18 MINUTES AFTER TAKEOFF, THE PILOT RADIOED THAT THE NO. 2 ENGINE HAD LOST POWER AND THAT HE WAS RETURNING TO LAND AT MCALLEN, TX. WHILE APPROACHING TO LAND, THE AIRCRAFT CRASHED IN AN OPEN FIELD ABOUT 400 YARDS SHORT OF THE RUNWAY AND 115 FEET RIGHT OF THE APPROACH LIGHTS. DURING IMPACT, THE AIRCRAFT WAS IN AN INVERTED ATTITUDE, IN ABOUT A 150 DEGREE RIGHT ROLL AND 15 DEGREES NOSE DOWN. AFTER IMPACT, AN INTENSE FIRE ERUPTED. AN EXAMINATION OF THE WRECKAGE REVEALED NO PREIMPACT MALFUNCTION OR FAILURE EXCEPT THAT THE RIGHT PROPELLER BLADES WERE SET AT 65 DEGREES. THE ANGLE OF THE BLADES SHOULD HAVE BEEN 86 DEGREES WHEN IN THE FULL FEATHERED POSITION. THE AIRCRAFT WAS ESTIMATED TO BE 753 LBS OVER ITS MAXIMUM GROSS WEIGHT LIMIT AT THE TIME OF THE ACCIDENT. WITH THE GEAR DOWN AND FLAPS UP, THE VMC WAS CALCULATED TO BE 92 MPH WITH THE PROPELLER WINDMILLING AND 87 MPH WITH THE PROPELLER FEATHERED.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: CLIMB - TO CRUISE

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

2. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND  
3. (F) PROPELLER SYSTEM/ACCESSORIES, FEATHERING SYSTEM - UNDETERMINED  
4. (C) AIRSPEED (VMC) - NOT MAINTAINED - PILOT IN COMMAND  
5. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/31/1981
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	7992 hours (Total, all aircraft), 614 hours (Total, this make and model), 3995 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N9846Z
<b>Model/Series:</b>	C-45H C-45H	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	AF-397
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	8750 lbs
<b>Time Since Last Inspection:</b>	30 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	4544 Hours	<b>Engine Manufacturer:</b>	P & W
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	R-985-14B
<b>Registered Owner:</b>	ROBERT RAMOS	<b>Rated Power:</b>	400 hp
<b>Operator:</b>	ROBERT RAMOS	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MF3, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	79° C / 0° C
Precipitation and Obscuration:			
Departure Point:	MCALLEN, TX (MFE)	Type of Flight Plan Filed:	VFR
Destination:	VERACRUZ, MX	Type of Clearance:	
Departure Time:	1941	Type of Airspace:	

## Airport Information

Airport:	MILLER INTERNATIONAL (MFE)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	
Runway Length/Width:	7103 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Report Date:	03/14/1983
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .	

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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](#).