



National Transportation Safety Board Aviation Accident Final Report

Location:	TEXARKANA, AR	Accident Number:	MKC86FA179
Date & Time:	08/28/1986, 0653 CDT	Registration:	N252K
Aircraft:	LOCKHEED 18-56 (HOWARD 250)	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

WHILE APCHG FOR A LNDG, THE ACFT PITCHED UP, ROLLED INVERTED & IMPACTED THE TERRAIN TO THE LEFT OF THE RWY. NO PREIMPACTPART FAILURE/MALFUNCTION WAS FND; HOWEVER, AN INV REVEALED THE ACFT HAD BEEN LOADED WITH THE CENTER-OF-GRAVITY (CG) WELLBEHIND THE AFT LIMIT. THE ACFT HAD BEEN WEIGHED ON 9/8/84. LATER, ON 1/2/86, WEIGHT & BALANCE DATA HAD BEEN RECOMPUTED AFTER REMOVAL OF A RADAR & AN AUTOPLT, BUT AN ERROR HAD BEEN MADE DURING THE WEIGHT & BALANCE PREPARATION. SUBSEQUENTLY, THE ACFT WAS OPERATED IN A TAIL HEAVY CONDITION. WHETHER USING THE EXISTING OR THE CORRECT DATA, CALCULATIONS FOR THIS FLT SHOULD HAVE SHOWN THE CG WAS BEHIND THE AFT LIMIT. THE ELEV TRIM TAB WAS FND TRIMMED TO A FULL NOSE DOWN POSITION; 200 LBS OF BALLAST HAD BEEN INSTALLED IN THE VICINTY OF THE AFT CARGO DOOR. TESTS OF LUNG TISSUE SHOWED THE PLT & COPLT HAD ALCOHOL LVLS OF 0.044% & 0.171%, RESPECTIVELY. THE PLT'S URINE TESTED 0.035% FOR ALCOHOL. ALSO, PHENYLTOLOXAMINE, ACETAMINOPHEN & CHLORPHENIRAMINE (MEDICATIONS COMMONLY USED IN DECONGESTANTS/ANTIHISTAMINES) WERE DETECTED IN HIS URINE.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) PLANNING/DECISION - IMPROPER
2. (C) IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. (C) IMPAIRMENT(ALCOHOL) - COPILOT/SECOND PILOT
4. (C) AIRCRAFT WEIGHT AND BALANCE - IMPROPER
5. (C) IMPROPER USE OF PROCEDURE - COMPANY/OPERATOR MANAGEMENT
6. (C) IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
7. ELEVATOR TRIM - EXCESSIVE
8. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
9. AIRSPEED - REDUCED
10. (C) AIRCRAFT HANDLING - UNCONTROLLED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	62, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/03/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9766 hours (Total, all aircraft), 276 hours (Total, this make and model), 92 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LOCKHEED	Registration:	N252K
Model/Series:	18-56 (HOWARD 250) 18-56 (HOW)	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	2596
Landing Gear Type:	Retractable - Tailwheel	Seats:	3
Date/Type of Last Inspection:	08/08/1986, AAIP	Certified Max Gross Wt.:	22500 lbs
Time Since Last Inspection:	34 Hours	Engines:	2 Reciprocating
Airframe Total Time:	9534 Hours	Engine Manufacturer:	WRIGHT
ELT:	Installed	Engine Model/Series:	R-1820-56A
Registered Owner:	SOUTHWEST AIRLIFT, INC.	Rated Power:	1250 hp
Operator:	SOUTHWEST AIRLIFT, INC.	Operating Certificate(s) Held:	Air Cargo

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TXK, 389 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0652	Direction from Accident Site:	210°
Lowest Cloud Condition:	Unknown / 10000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21° C / 16° C
Precipitation and Obscuration:			
Departure Point:	LITTLE ROCK, AR (LIT)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	VFR
Departure Time:	0600 CDT	Type of Airspace:	Class D

Airport Information

Airport:	TEXARKANA MUNI/WEBB FIELD (TXK)	Runway Surface Type:	Asphalt
Airport Elevation:	389 ft	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	5200 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	EUGENE ROTH	Report Date:	06/07/1988
Additional Participating Persons:	TOM GLISTA; LITTLE ROCK, AR DOUGLAS MCBRIDE; LITTLE ROCK, AR JAMES MONTGOMERY; LITTLE ROCK, AR		
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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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