



National Transportation Safety Board Aviation Accident Final Report

Location:	KALAUPAPA, HI	Accident Number:	LAX86LA119
Date & Time:	02/13/1986, 0900 HST	Registration:	N30Y
Aircraft:	BEECH E18S	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE ACFT CRASHED OFF THE END OF RWY 23 DURING AN ATTEMPTED GO-AROUND AFTER TOUCHDOWN. THE PLT STATED THAT AFTER THE ACFT TOUCHED DOWN APRX 300 FT DOWN THE 2,760 FOOT RWY HE RAISED THE FLAPS ALONG WITH THE NOSE OF THE ACFT TO SLOW DOWN. BRAKES WERE APPLIED AND THE LEFT MAIN GEAR SKIDDED 2/3 THE WAY DOWN THE RWY AT WHICH TIME FULL PWR WAS APPLIED TO GO-AROUND. THE ACFT MUSHED OFF THE END OF THE RWY WHERE IT CONTACTED A ROCK PILE AND WAS DESTROYED BY IMPACT AND POST CRASH FIRE. THE PLT REPORTED WINDS FROM 270 DEGS AT 10 KTS WHEN THE ACCIDENT OCCURRED.

Probable Cause and Findings

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

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING

Findings

1. WEATHER CONDITION - CROSSWIND
 2. (F) ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
 3. (F) PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
 4. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: GO-AROUND (VFR)

Findings

5. (C) AIRSPEED(VMC) - NOT ATTAINED - PILOT IN COMMAND
 6. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: GO-AROUND (VFR)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	28, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/29/1985
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1328 hours (Total, all aircraft), 775 hours (Total, this make and model), 775 hours (Pilot In Command, all aircraft), 152 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N30Y
Model/Series:	E18S E18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BA-93
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	01/17/1986, 100 Hour	Certified Max Gross Wt.:	9300 lbs
Time Since Last Inspection:	35 Hours	Engines:	2 Reciprocating
Airframe Total Time:	5589 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985-AN14B
Registered Owner:	PACIFIC EXPRESS, INC	Rated Power:	450 hp
Operator:	PACIFIC EXPRESS, INC	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	PAXA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	19° C / 11° C
Precipitation and Obscuration:			
Departure Point:	HONOLULU, HI (HON)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0825 HSI	Type of Airspace:	Class D; Class E

Airport Information

Airport:	KALAUPAPA (LUP)	Runway Surface Type:	Asphalt
Airport Elevation:	26 ft	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	2760 ft / 50 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	R. G MUCHO	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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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](#).