



National Transportation Safety Board Aviation Accident Final Report

Location:	MEMPHIS, TN	Accident Number:	ATL88FA007
Date & Time:	10/08/1987, 2215 CDT	Registration:	N9231
Aircraft:	Beech HA-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

AFTER T/O PIC WAS TOLD BY TWR THAT TAIL STAND, USED TO PREVENT ACFT FROM TIPPING ON TAIL WHEN LOADED, WAS STILL ATTACHED TO ACFT. PIC REQ TEARDROP TURN BACK TO DEPARTURE RWY. APPROACH CONTROLLER STATED HE SAW MODE C INDICATION OF 700'. A/P ELEV. IS 332'. ACFT WAS RETURNING TO RWY 36R WHEN IT STALLED, RECOVERY WAS ATTEMPTED, AND ACFT IMPACTED GROUND PRIOR TO COMPLETION OF LEVEL OFF. ACFT WAS 379 LBS OVR MAX TAKEOFF WEIGHT AND CG WAS AT LEAST 3' FWD OF THE LIMIT. NO RECORD OF LOAD MANIFEST WAS FOUND. PIC HAD LOW PIC EXPERIENCE AND RECEIVED 2.7 DOCUMENTED FLT HOURS WITH THE OPERATOR'S INSTRUCTOR PILOT INCLUDING HIS 135 COMPETENCY CHECK RIDE OF 1.1 HOURS. OPERATOR'S INITIAL TRAINING CERTIFICATION OF PIC SHOWED 5 HOURS OF FLIGHT TRAINING. ACFT WAS A MODIFIED BEECH TC-45J.

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: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

1. (F) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (F) AIRCRAFT WEIGHT AND BALANCE - NOT PERFORMED - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. LIGHT CONDITION - BRIGHT NIGHT
5. (F) INADEQUATE INITIAL TRAINING - COMPANY/OPERATOR MANAGEMENT
6. (F) DIVERTED ATTENTION - PILOT IN COMMAND
7. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
8. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	26, 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:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/01/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1913 hours (Total, all aircraft), 64 hours (Total, this make and model), 329 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N9231
Model/Series:	HA-1 HA-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	51039
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	09/20/1987, AAIP	Certified Max Gross Wt.:	11500 lbs
Time Since Last Inspection:	63 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	18702 Hours	Engine Manufacturer:	AIRESEARCH
ELT:	Installed, not activated	Engine Model/Series:	TPE 331-1-101
Registered Owner:	CONNIE KALITIA SERVICES	Rated Power:	665 hp
Operator:	CONNIE KALITIA SERVICES	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	KSIA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	MEM, 332 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	2150 CDT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear / 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:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	14° C / 2° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	CINCINNATI, OH (CVG)	Type of Clearance:	IFR
Departure Time:	1018 CDT	Type of Airspace:	Class D; Class E

Airport Information

Airport:	MEMPHIS INT'L (MEM)	Runway Surface Type:	Concrete
Airport Elevation:	332 ft	Runway Surface Condition:	Dry
Runway Used:	36R	IFR Approach:	None
Runway Length/Width:	8400 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PRESTON HICKS	Report Date:	05/16/1989
Additional Participating Persons:	KEN MCMINE; MEMPHIS, TN ROY MENARD; MEMPHIS, TN DEAN THOMPSON; 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/ .		

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](#).