



National Transportation Safety Board Aviation Accident Final Report

Location:	PADUCAH, KY	Accident Number:	ATL89LA068
Date & Time:	01/07/1989, 1935 CST	Registration:	N784K
Aircraft:	BEECH B-90	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DRG A RTRN FLT AT NGT TO DECATUR, AL, THE PLT NOTED HIS WX RADAR WAS INOP. HE VISUALLY AVOIDED THUNDERSTORMS (TSTMS), WHICH HAD BEEN FORECASTED. WHILE AVOIDING TSTMS, HE NOTED A REDUCTION IN ENG POWER, A SLIGHT YAW, INDCNS OF FUEL FLOW IRREGULARITY & THAT THE LEFT & RGT BOOST PUMPS WERE INOP. THESE OCCURRED AT ABOUT THE TIME, HE SAW A WHITE ARC WHICH HE SAID HAD JUMPED FROM THE PROP, SPINNER OR NACELLE AREA TO THE ACFT'S NOSE. DUE TO THE WX, HE ELECTED TO DIVERT TO PADUCAH. AFTER THE ARPT WAS IN SIGHT, HE NEEDED TO LOSE ALT BEFORE LANDING & WAS CLEARED TO MAKE A 360 DEG TURN. WHILE TURNING, HE LOST SIGHT OF THE ARPT, THEN ROLLED OUT ON THE WRONG HEADING & STARTED FLYING TOWARD A STROBE LIGHT AT AN INDUSTRIAL COMPLEX. WHEN HE REALIZED HIS ERROR & SAW THE ARPT, HE TURNED TOWARD THE RWY; BUT AS HE WAS MANEUVERING, THE ACFT LOST ALT, HIT TREES & CRASHED. AN EXAM OF THE ENGS & FUEL PUMPS REVEALED NO INDCN OF A PREIMPACT FAILURE. NO PHYSICAL EVIDENCE OF A LIGHTNING STRIKE WAS FOUND, BUT THE NOSE & ENGS WERE BADLY DAMAGED FROM IMPACT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT FAILED TO MAINTAIN PROPER ALTITUDE WHILE MANEUVERING TO LAND. PROBABLE CONTRIBUTING FACTORS WERE INOPERATIVE WEATHER RADAR, THUNDERSTORMS, LIGHTNING, AN UNDETERMINED ELECTRICAL PROBLEM, DARK NIGHT, THE PILOT'S IMPROPERLY PLANNED APPROACH AND VISUAL PERCEPTION, AND THE TREES.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE

Findings

1. (F) FLIGHT/NAV INSTRUMENTS,WEATHER RADAR SYSTEM - INOPERATIVE
2. (F) WEATHER CONDITION - THUNDERSTORM
3. (F) WEATHER CONDITION - LIGHTNING
4. (F) ELECTRICAL SYSTEM - UNDETERMINED
5. FUEL SYSTEM,ELECTRIC BOOST PUMP - INOPERATIVE

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH

Findings

6. (F) LIGHT CONDITION - DARK NIGHT
7. (F) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
8. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
9. MANEUVER - INITIATED
10. (F) OBJECT - TREE(S)
11. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	49, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/31/1988
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1061 hours (Total, all aircraft), 115 hours (Total, this make and model), 1009 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N784K
Model/Series:	B-90 B-90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	LJ-427
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	07/02/1987, Continuous Airworthiness	Certified Max Gross Wt.:	9650 lbs
Time Since Last Inspection:	114 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	5293 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	PT6A-20
Registered Owner:	ENG. & MANUFACTURING SERVICE	Rated Power:	550 hp
Operator:	MERRILL L. WALKER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	PAH, 410 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1850 CST	Direction from Accident Site:	210°
Lowest Cloud Condition:	Scattered / 2100 ft agl	Visibility	8 Miles
Lowest Ceiling:	Broken / 7000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	22 knots / 29 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18° C / 14° C
Precipitation and Obscuration:			
Departure Point:	SHENANDOAH, IA (SDA)	Type of Flight Plan Filed:	IFR
Destination:	DECATUR, AL (DCU)	Type of Clearance:	IFR
Departure Time:	1730 CDT	Type of Airspace:	Class D

Airport Information

Airport:	BARKLEY REGIONAL (PAH)	Runway Surface Type:	
Airport Elevation:	410 ft	Runway Surface Condition:	
Runway Used:	22	IFR Approach:	Visual
Runway Length/Width:	6500 ft / 150 ft	VFR Approach/Landing:	Precautionary Landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WALTER G STINER	Report Date:	04/19/1990
Additional Participating Persons:	E R FRASER; WASHINGTON, DC P C MESSINA; LOUISVILLE, KY CHRISTIAN VIELLEUSE; MONTREAL,		
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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