



National Transportation Safety Board

Aviation Accident Final Report

Location:	UVALDE, TX	Accident Number:	FTW90LA087
Date & Time:	03/27/1990, 1935 CST	Registration:	N696JB
Aircraft:	BEECH 100	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE PILOTS WERE MAKING AN NDB APPROACH TO AN UNCONTROLLED AIRPORT THAT WAS 941 FEET MSL. THE NDB WAS 1.8 NM FROM THE AIRPORT, AND THE PILOTS WERE SUPPOSED TO MAINTAIN MINIMUM DESCENT ALTITUDE (MDA) OF 1,540 FEET UNTIL THE RUNWAY WAS IN SIGHT. PRIOR TO THE CRASH, ATC HAD TOLD THEM THAT THEY WERE 15 MILES FROM THE AIRPORT. APPROXIMATELY FOUR MILES FROM THE AIRPORT, THE AIRPLANE IMPACTED THE TOP OF A HILL, AT A POINT 990 FEET MSL. THE AIRPLANE WAS DEMOLISHED BY IMPACT AND POST-IMPACT FIRE. THE WEATHER WAS ESTIMATED TO BE 300 FEET OVERCAST AND ONE MILE VISIBILITY. NO MECHANICAL MALFUNCTIONS WERE REPORTED OR DISCOVERED. THE LACK OF A LOCAL ALTIMETER SETTING INCREASED THE MDA BY 240 FEET.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER IFR PROCEDURE BY THE PILOT BY NOT MAINTAINING THE MINIMUM DESCENT ALTITUDE (MDA) FOR THAT SEGMENT OF THE APPROACH. FACTORS RELATED TO THE ACCIDENT WERE: DARKNESS, LOW CEILING, FOG, AND RAIN.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - RAIN
5. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. (C) MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	69, 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):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/01/1989
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	27725 hours (Total, all aircraft), 2700 hours (Total, this make and model), 26851 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N696JB
Model/Series:	100 100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	B13
Landing Gear Type:	Retractable - Tricycle	Seats:	11
Date/Type of Last Inspection:	07/12/1989, Unknown	Certified Max Gross Wt.:	10600 lbs
Time Since Last Inspection:	148 Hours	Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed	Engine Model/Series:	PT6A-28
Registered Owner:	BRISCOE, DOLPH, JR.	Rated Power:	680 hp
Operator:	BRISCOE, DOLPH, JR.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C
Precipitation and Obscuration:			
Departure Point:	COTULLA, TX (COT)	Type of Flight Plan Filed:	IFR
Destination:	UVALDE, TX (UVA)	Type of Clearance:	IFR
Departure Time:	1919 CST	Type of Airspace:	Class G

Airport Information

Airport:	GARNER FIELD (UVA)	Runway Surface Type:	Asphalt
Airport Elevation:	941 ft	Runway Surface Condition:	Wet
Runway Used:	33	IFR Approach:	ADF/NDB
Runway Length/Width:	5250 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	EUGENE ROTH	Report Date:	09/10/1992
Additional Participating Persons:	GERALD L GARRISON; SAN ANTONIO, TX		
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.ntsb.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](#).