



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	OAKLAND, CA	<b>Accident Number:</b>	LAX93LA140
<b>Date &amp; Time:</b>	03/07/1993, 0302 PST	<b>Registration:</b>	N494
<b>Aircraft:</b>	BEECH C-45H	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Ferry		

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## Analysis

THE NON-CERTIFICATED FOREIGN MILITARY PILOT (FIRST PILOT) AND A U.S. CERTIFICATED AIRLINE TRANSPORT PILOT (SECOND PILOT) PLANNED TO FERRY AN AIRPLANE TO AUSTRALIA WITH AN INTERMEDIATE STOP IN HAWAII. AUXILIARY FUEL AND ENGINE OIL TANKS WERE INSTALLED IN THE AIRPLANE. THE AIRPLANE HAD BEEN AUTHORIZED A SPECIAL AIRWORTHINESS CERTIFICATE FOR OVER GROSS WEIGHT OPERATIONS FOR THE FERRY FLIGHT. THE FIRST PILOT HAD ACCRUED 50 HOURS AND THE SECOND PILOT ACCRUED 25 HOURS IN THE ACCIDENT AIRPLANE PRIOR TO THE OVERWEIGHT DEPARTURE. DURING THE TAKEOFF, THE AIRPLANE BECAME AIRBORNE AT 100 KNOTS OF AIRSPEED. THE AIRPLANE PITCHED UP AND BEGAN TO DUTCH ROLL. AT ABOUT 50 FEET ABOVE THE GROUND, THE AIRPLANE STALLED AND DESCENDED TO THE RUNWAY. A FIRE ERUPTED IN THE CABIN AREA.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A PREMATURE LIFT OFF AND INADVERTENT STALL BY THE PILOT-IN-COMMAND. CONTRIBUTING TO THE ACCIDENT WAS INSUFFICIENT AVAILABLE AIRCRAFT PERFORMANCE DATA AFTER A FERRY TANK INSTALLATION AND BOTH PILOTS LACK OF TOTAL EXPERIENCE IN THE AIRPLANE.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. MAINTENANCE,MODIFICATION - PERFORMED - FBO PERSONNEL
2. (F) PERFORMANCE DATA - INFORMATION INSUFFICIENT - FBO PERSONNEL
3. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. (C) STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

6. TERRAIN CONDITION - RUNWAY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Military; Student	<b>Age:</b>	29, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	11/25/1992
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	2400 hours (Total, all aircraft), 50 hours (Total, this make and model), 1811 hours (Pilot In Command, all aircraft), 82 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N494
<b>Model/Series:</b>	C-45H C-45H	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Special Flight	<b>Serial Number:</b>	AF-466
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	02/23/1993, 100 Hour	<b>Certified Max Gross Wt.:</b>	11375 lbs
<b>Time Since Last Inspection:</b>	5 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	5480 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	R-985-AN14B
<b>Registered Owner:</b>	HAST INC.	<b>Rated Power:</b>	450 hp
<b>Operator:</b>	AUS EX CORP.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	OAK, 6 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0302 PST	Direction from Accident Site:	80°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 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:	12° C / 9° C
Precipitation and Obscuration:			
Departure Point:	(OAK)	Type of Flight Plan Filed:	VFR/IFR
Destination:	HONOLULU, HI (HNL)	Type of Clearance:	IFR
Departure Time:	0302 PST	Type of Airspace:	Class B; Class D

## Airport Information

Airport:	OAKLAND (OAK)	Runway Surface Type:	Asphalt
Airport Elevation:	6 ft	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	10000 ft / 150 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):	SCOTT R ERICKSON	Report Date:	11/15/1993
Additional Participating Persons:	BILL YUEN; OAKLAND, CA		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).