



Aviation Investigation Final Report

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| Location: | EDEN PRAIRIE, Minnesota | Accident Number: | CHI96LA050 |
| Date & Time: | December 10, 1995, 23:30 Local | Registration: | N551SS |
| Aircraft: | Beech B90 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation | | |

Analysis

The student pilot was flying the airplane without authorization from the operator. Witness reported seeing the airplane flying erratically around the airport performing takeoffs and landings. The airplane was later found to have contacted a hangar with the right wing. Local authorities issued an intoxilizer (breath test) to the pilot which indicated .06%. A witness reported that he and the pilot had 'a couple of beers' earlier in the evening and then attended a Christmas party between 7:00 pm and 9:00 pm.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain clearance with the hangar while taxiing. A factor associated with the accident was the pilot's impairment due to alcohol.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI

Findings

1. STOLEN AIRCRAFT/UNAUTHORIZED USE
2. OBJECT - HANGAR/AIRPORT BUILDING
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. (F) IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

Factual Information

On December 10, 1995, at 2330 central standard time, a Beech B90, N551SS, operated by Executive Aviation, Eden Prairie, Minnesota, collided with a hangar during taxi from landing at the Flying Cloud Airport, Eden Prairie, Minnesota. The airplane was substantially damaged. The airplane had been flown without the operator's authorization. The student pilot was not injured. Visual meteorological conditions prevailed and no flight plan was filed.

Two witnesses who worked at the airport reported seeing the airplane airborne prior to the accident. One of these witnesses stated what first caught his attention was the airplane taxiing "very quickly." They then saw the airplane takeoff on runway 36. One of these witnesses reported the airplane circled over the airport at a low altitude, landed on runway 27, then taxied back up the parallel runway at a high speed. The airplane then departed on runway 27 and "made a left traffic pattern which was flown very abruptly with a lot of climbing and descending." The airplane then did a touch and go on runway 27, circled the traffic pattern and came back and landed on runway 27 once again. The airplane then taxied up to the northeast hangar area. The witnesses got in their vehicle and drove to the area. One witness reported seeing someone running out of the airplane into the hangar. The witnesses returned to their facility and called the Executive Aviation, the airplane operator, who stated the airplane was not scheduled to be flown.

The witness stated that as they were talking on the telephone the airplane taxied out again and took off on runway 27. He stated the airplane made on full stop landing then taxied around on the taxiways avoiding Executive Aviation's jeep. The witnesses stated the airplane then taxied back to the northeast hangar area at which time they once again followed it. They stated that upon reaching the hangar area they saw a person running away. One of the witnesses chased the person "... for about one block where he stopped covered his face and bent down. I asked him to sit down, but to no avail. He then continued running north." This witness then returned to the airport. The other witness stated that after reaching the hangar area he noticed the airplane was "sitting askew in the alleyway and upon further inspection we found the right wing in contact with a hangar."

An employee of Executive Aviation stated that after being called about the airplane he entered a vehicle and drove down to the runway where he saw the airplane land. He reported that he could not see the registration number so he drove to the hangar where the airplane was kept and noticed it was not there. He continued to report, "Then I'm back on the landing strip watching aircraft which is avoiding me. I drive to exec ramp and the plane taxies to hangar. I follow. I see aircraft stop and person opening door and running."

The police located the suspected pilot at his residence. A jacket which belonged to the pilot was later identified as being the same jacket that the person running away from the airplane

was wearing. The pilot was given an intoxilizer test which indicated a value of .06%.

The pilot was sent a NTSB Form 6120.1/2, Pilot/Operator Aircraft Accident Report, by certified mail. The form was accepted but was not returned to this office at the completion of this report.

Pilot Information

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| Certificate: | Student | Age: | 18, Male |
| Airplane Rating(s): | None | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Unknown | Last FAA Medical Exam: | |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|----------------------------|---------------------------------------|----------------|
| Aircraft Make: | Beech | Registration: | N551SS |
| Model/Series: | B90 B90 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | LJ-430 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 8 |
| Date/Type of Last Inspection: | December 6, 1995 AAIP | Certified Max Gross Wt.: | 9650 lbs |
| Time Since Last Inspection: | | Engines: | 2 Turbo prop |
| Airframe Total Time: | | Engine Manufacturer: | P&W |
| ELT: | | Engine Model/Series: | PT6A-20 |
| Registered Owner: | BEECH TRANSPORTATION, INC. | Rated Power: | 550 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | EXECUTIVE AVIATION | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|--------------|---|--------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Night/bright |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Unknown | Visibility | |
| Lowest Ceiling: | Unknown | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 0° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | | | |
| Departure Point: | (FCM) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 23:30 Local | Type of Airspace: | Class E |

Airport Information

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|-----------------------------|------------------|----------------------------------|--|
| Airport: | FLYING CLOUD FCM | Runway Surface Type: | |
| Airport Elevation: | 906 ft msl | Runway Surface Condition: | |
| Runway Used: | 0 | IFR Approach: | |
| Runway Length/Width: | | VFR Approach/Landing: | |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | 44.840736,-93.449371(est) |

Administrative Information

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| Investigator In Charge (IIC): | Sullivan, Pamela |
| Additional Participating Persons: | MIKE CAMPANELLO; MINNEAPOLIS , MN |
| Original Publish Date: | February 4, 1997 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=10166 |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).