



Aviation Investigation Final Report

Location:	CLARKSBURG, West Virginia	Accident Number:	BF093LA069
Date & Time:	May 4, 1993, 01:45 Local	Registration:	N130AT
Aircraft:	BEECH B100	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

AFTER LANDING, THE PILOT PROCEEDED TO TAXI THE AIRPLANE AND TRIED TO FIND HIS DESTINATION FIXED BASE OPERATOR. THE PILOT STATED THAT BECAUSE IT WAS SO EARLY IN THE MORNING AND DARK, NO ONE WAS THERE TO ASSIST HIM TO THE APPROPRIATE RAMP, AND THE BUILDINGS WERE NOT IDENTIFIABLE. HE STATED HE TAXIED THE AIRPLANE TO SEVERAL WRONG RAMP AREAS AND THE LAST AREA DEAD ENDED WITH HANGARS ON BOTH SIDES. HE STATED HE BACKED UP THE AIRPLANE, IN REVERSE, AND STARTED TO TURN THE AIRPLANE. UNBEKNOWNST TO THE PILOT, DURING THE TURN, THE AIRPLANE'S RIGHT ELEVATOR STRUCK A HANGAR CAUSING SUBSTANTIAL DAMAGE. THE DAMAGE WAS NOT NOTED UNTIL THE PILOT DISEMBARKED THE AIRPLANE. THE PILOT WROTE IN THE RECOMMENDATIONS SECTION OF HIS ACCIDENT REPORT, 'UPON LANDING AT ANY UNFAMILIAR AIRPORT GO TO THE NEAREST GROUND PERSONNEL TO GET DIRECTIONS TO THE DESTINATION ON THE AIRPORT...IF IN A TIGHT TAXI SITUATION STOP THE AIRCRAFT AND GET ASSISTANCE.'

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 ADEQUATE CLEARANCE FROM THE HANGAR. CONTRIBUTING TO THE ACCIDENT WAS THE DARK NIGHT.

Findings

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

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. OBJECT - AIRPORT FACILITY
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	30, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 6, 1993
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3375 hours (Total, all aircraft), 604 hours (Total, this make and model), 3293 hours (Pilot In Command, all aircraft), 204 hours (Last 90 days, all aircraft), 67 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N130AT
Model/Series:	B100 B100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	BE-88
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	January 28, 1993 Continuous airworthiness	Certified Max Gross Wt.:	11875 lbs
Time Since Last Inspection:	143 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	13831 Hrs	Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE 331-6-252
Registered Owner:	ROCHE BIOMEDICAL LAB. INC.	Rated Power:	715 Horsepower
Operator:	ROCHE BIOMEDICAL LAB. INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Overcast / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / 17°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	COLUMBUS , OH (OSU)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	01:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	BENEDUM FIELD	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

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:	39.279205,-80.329406(est)

Administrative Information

Investigator In Charge (IIC):	Napolitan, Margaret
Additional Participating Persons:	DAVE BURGESS; CHARLESTON , WV
Original Publish Date:	October 13, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=11931

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](#).