



# Aviation Investigation Final Report

<b>Location:</b>	OKLAHOMA CITY, Oklahoma	<b>Accident Number:</b>	FTW97LA211
<b>Date &amp; Time:</b>	June 6, 1997, 23:50 Local	<b>Registration:</b>	N22SS
<b>Aircraft:</b>	Beech 58	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

During the takeoff roll the airplane overran the departure end of the runway. The aircraft traveled 600 to 800 feet impacting the localizer antenna, and continued approximately 100 feet impacting the airport perimeter fence. It continued across a ditch and road coming to rest 50 feet south of the road. Examination of the airplane revealed that the elevator was not installed. According to the owner, he was having the airplane refurbished, and the elevator had been removed for painting on June 1, 1997. According to blood samples taken at the hospital about one hour 12 minutes after the accident, the pilot had a blood alcohol concentration of 180 mg/dl. The pilot and passenger were not authorized by the owner to use the airplane. The pilot's commercial certificate was revoked seven years prior for stealing an airplane.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's impairment of judgment and performance due to alcohol which led to an attempted takeoff in an airplane without an elevator installed.

### Findings

Occurrence #1: OVERRUN  
Phase of Operation: TAKEOFF - ROLL/RUN

#### Findings

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - PILOT IN COMMAND

2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. (C) IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
  4. (C) FLIGHT CONTROL,ELEVATOR - NOT INSTALLED
  5. (C) AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

6. OBJECT - ANTENNA
7. OBJECT - FENCE

## Factual Information

On June 6, 1997, at 2350 central daylight time, a Beech 58 airplane, N22SS, registered to Global Aircraft Company, was stolen and substantially damaged during an attempted takeoff at Wiley Post Airport near Oklahoma City, Oklahoma. Visual meteorological conditions prevailed, and a flight plan was not filed. The pilot and his one passenger sustained minor injuries. The flight was originating at the time of the accident.

During the takeoff roll the airplane overran the departure end of runway 17L. The aircraft traveled 600 to 800 feet impacting the localizer antenna and continued approximately 100 feet impacting the airport perimeter fence. It continued across a ditch and road coming to rest 50 feet south of the road.

Examination of the airplane by the FAA inspector revealed that the nose landing gear and the main landing gear were collapsed, and the leading edges of both wings were damaged. Further examination of the airplane revealed that the elevator was missing. The owner reported that he was having the airplane refurbished, and the elevator had been removed for painting on June 1, 1997.

The toxicology report from Baptist Medical Center of Oklahoma, Oklahoma City, Oklahoma, revealed 0.180 percent alcohol was detected in the pilot's blood. This specimen was taken on June 7, 1996, about one hour 12 minutes after the accident. See the enclosed lab report.

According to the FAA inspector, the pilot's commercial certificate was revoked seven years prior for stealing an airplane. According to the owner the pilot and passenger were not authorized to use the airplane.

Attempts to obtain a completed Pilot/Operator Report, NTSB Form 6120.1/2, were unsuccessful.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Expired	<b>Last FAA Medical Exam:</b>	February 6, 1989
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N22SS
<b>Model/Series:</b>	58 58	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TH-198
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	5400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-520-C/-CB
<b>Registered Owner:</b>	JERRY JOHNSON	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	GLOBAL AIRCRAFT COMPANY	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>	PWA ,1299 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	23:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	110°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(PWA )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	23:50 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	WILEY POST PWA	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	1299 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17L	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	7198 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	35.470222,-97.51976(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wigington, Douglas
<b>Additional Participating Persons:</b>	JONATHAN L LUND; OKLAHOMA CITY , OK
<b>Original Publish Date:</b>	April 10, 1998
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=20235">https://data.nts.gov/Docket?ProjectID=20235</a>

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](#).