



Aviation Investigation Final Report

Location:	SAN ANTONIO, Texas	Accident Number:	FTW83LA269
Date & Time:	June 7, 1983, 11:45 Local	Registration:	N1757W
Aircraft:	BEECH 95-B55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE ON THE TAKEOFF ROLL, WITH APRX 1400 FT OF RWY REMAINING, THE PLT NOTICED THAT THERE WAS NO INDICATION OF AIRSPEED. HE THEREFORE ELECTED TO ABORT THE TAKEOFF, THE RWY WAS A COMBINATION OF ASPHALT & TURF. FOLLOWING HIS DECISION TO ABORT, THE REMAINING PORTION OF THE RWY WAS TURF, STILL DAMP FROM THE MORNING DEW. HE WAS UNABLE TO STOP ON THE REMAINING RWY. AFTER OVERRUNNING THE RWY, THE ACFT HIT AN IRRIGATION DITCH & NOSED OVER. A POST- ACCIDENT EXAM REVEALED INSECT LARVAE IMBEDDED IN THE PITOT TUBE, ABOUT 1/8 INCH FROM THE TUBE'S END. ACCORDING TO THE PLT, THE ACFT HAD BEEN PARKED OUTSIDE & HAD NOT BEEN FLOWN FOR APRX 70 DAYS PRIOR TO THE ACCIDENT FLT. HE FURTHER RELATED THAT HE NOTICED NOTHING ABNORMAL ABOUT THE PITOT SYS DURING HIS PREFLT INSPECTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: OVERRUN
Phase of Operation: TAKEOFF

Findings

1. (C) PITOT/STATIC SYSTEM - FOREIGN OBJECT
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) FLIGHT/NAV INSTRUMENTS,AIRSPD INDICATOR - INOPERATIVE
4. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
5. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings

6. (F) TERRAIN CONDITION - DITCH

Occurrence #3: NOSE OVER
Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Commercial	Age:	54, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 1, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	6000 hours (Total, all aircraft), 6000 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N1757W
Model/Series:	95-B55 95-B55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC-1498
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 25, 1983 100 hour	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	18 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2291 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	IO-470-L
Registered Owner:	ETERNACRETE LTD.	Rated Power:	260 Horsepower
Operator:		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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:45 Local	Type of Airspace:	Airport advisory area

Airport Information

Airport:	RIO MEDINA XS80	Runway Surface Type:	Asphalt;Grass/turf
Airport Elevation:	520 ft msl	Runway Surface Condition:	Wet
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	2900 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	29.350118,-98.609664(est)

Administrative Information

Investigator In Charge (IIC): Mcfall, T.

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=20926>

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](#).