



# Aviation Investigation Final Report

<b>Location:</b>	ARLINGTON, Texas	<b>Accident Number:</b>	FTW90FA032
<b>Date &amp; Time:</b>	November 23, 1989, 22:30 Local	<b>Registration:</b>	N1026W
<b>Aircraft:</b>	BEECH 95-B55	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	4 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

SHORTLY AFTER TAKEOFF, THE AIRPLANE IMPACTED IN A STEEP NOSE DOWN ATTITUDE INTO THE EDGE OF A POND ABOUT 1/2 MILE SOUTH AND 1/4 MILE WEST OF THE DEPARTURE END OF RUNWAY 16. DARK NIGHT VMC PREVAILED. THE PILOT WAS NOT INSTRUMENT RATED; HE HAD LOGGED 54 HOURS OF SIMULATED INSTRUMENT TIME, BUT NO ACTUAL WEATHER TIME. THE FUEL SELECTORS WERE FOUND IN THE AUXILIARY TANK POSITION. CHORD WISE WITNESS MARKS WERE NOT EVIDENT ON ANY OF THE PROPELLER BLADES, WHICH IMPACTED IN MUD AND SHALLOW WATER. BOTH ENGINES WERE FUNCTIONALLY TESTED IN A TEST CELL AND THEY OPERATED SUCCESSFULLY.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S LOSS OF CONTROL IN FLIGHT BECAUSE OF SPATIAL DISORIENTATION. A FACTOR WAS THE DARK NIGHT.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

3. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND  
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	January 8, 1988
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2408 hours (Total, all aircraft), 28 hours (Total, this make and model), 1650 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N1026W
<b>Model/Series:</b>	95-B55 95-B55	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	TC-1532
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	5100 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-E
<b>Registered Owner:</b>		<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	HEDCO, INC.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	25 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	-18°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(F54 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	MIDLAND , TX (MDD )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	22:29 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	ARLINGTON MUNI F54	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	630 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	16	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4000 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	3 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 Fatal	<b>Latitude, Longitude:</b>	32.720867,-97.079231(est)

## Administrative Information

**Investigator In Charge (IIC):** Griffin, John

**Additional Participating Persons:**

**Original Publish Date:** September 9, 1992

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=23002>

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