



Aviation Investigation Final Report

Location:	NEW BRAUNFELS, Texas	Accident Number:	FTW91FA049
Date & Time:	March 15, 1991, 18:15 Local	Registration:	N23535
Aircraft:	BEECH 36	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

FOLLOWING AN IFR FLIGHT FROM EL PASO, TEXAS, TO NEW BRAUNFELS, TEXAS, THE PILOT ATTEMPTED TO MAKE AN INSTRUMENT APPROACH TO THE NEW BRAUNFELS AIRPORT. WEATHER AT THE TIME OF THE APPROACH WAS BELOW PUBLISHED MINIMUMS OF 600 FEET AND 1 1/4 MILES VISIBILITY AND THE PILOT WAS AWARE OF THIS FACT PRIOR TO INITIATING THE APPROACH. THE AIRPLANE DESCENDED THROUGH THE MINIMUM DESCENT ALTITUDE AND IMPACTED RIGHT OF THE RUNWAY CENTERLINE. THE AIRPLANE STRUCK THE GROUND WITH ITS LEFT WING DURING A STEEP LEFT TURN AND CARTWHEELED TO ITS FINAL RESTING PLACE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DISREGARD FOR THE MINIMUM DESCENT ALTITUDE AND FAILURE TO PERFORM A MISSED APPROACH. FACTORS WERE THE PILOT'S ATTEMPT TO FLY INTO KNOWN ADVERSE WEATHER CONDITIONS, LOW CEILING, RAIN, AND FOG.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH

Findings

1. (F) WEATHER CONDITION - LOW CEILING

2. (F) WEATHER CONDITION - RAIN
3. (F) WEATHER CONDITION - FOG
4. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
5. (C) MINIMUM DESCENT ALTITUDE - DISREGARDED - PILOT IN COMMAND
6. (C) MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	None	Age:	64, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	November 1, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	688 hours (Total, all aircraft), 134 hours (Total, this make and model), 604 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N23535
Model/Series:	36 36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	E-1177
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	IO-520-BA
Registered Owner:	JACK W. WOLF	Rated Power:	285 Horsepower
Operator:	JACK W. WOLF	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	RNB ,809 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	19:56 Local	Direction from Accident Site:	230°
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:	Overcast / 300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	EL PASO , TX (ELP)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	NEW BRAUNFELS 3R5	Runway Surface Type:	Asphalt
Airport Elevation:	646 ft msl	Runway Surface Condition:	Wet
Runway Used:	35	IFR Approach:	VOR/DME
Runway Length/Width:	5370 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	2 Fatal	Latitude, Longitude:	29.700836,-98.109611(est)

Administrative Information

Investigator In Charge (IIC):	Ellis, Matthew
Additional Participating Persons:	JAMES A HAYS; SAN ANTONIO , TX
Original Publish Date:	July 13, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=23252

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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](#).