



Aviation Investigation Final Report

Location:	NOVATO, California	Accident Number:	LAX93FA173
Date & Time:	April 11, 1993, 14:32 Local	Registration:	N7041L
Aircraft:	BEECH 95-B55	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WITNESSES HAD OBSERVED THE AIRPLANE MAKING HIGH-SPEED TAXI RUNS BEFORE DEPARTURE. AFTER LIFT-OFF, AT 100-150 FT AGL, THE AIRPLANE BANKED SHARPLY AND NOSED OVER INTO THE GROUND IN A NEAR VERTICAL ATTITUDE. BOTH ENGINES SOUNDED NORMAL. NO PRE-IMPACT FAILURE/MALFUNCTION WAS FOUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF CONTROL FOR AN UNDETERMINED REASON(S).

Findings

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Factual Information

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	Single-engine land; 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:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 19, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	489 hours (Total, all aircraft), 39 hours (Total, this make and model), 399 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N7041L
Model/Series:	95-B55 95-B55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	65-12728
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 17, 1993 100 hour	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	28 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	10853 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470-L
Registered Owner:	MONTEREY NAVY FLYING CLUB	Rated Power:	260 Horsepower
Operator:	MONTEREY NAVY FLYING CLUB	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	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(SRF)	Type of Flight Plan Filed:	None
Destination:	MOUNTAIN VIEW , CA (NUK)	Type of Clearance:	None
Departure Time:	14:31 Local	Type of Airspace:	Class G

Airport Information

Airport:	HAMILTON ARMY AIR FIELD SRF	Runway Surface Type:	Concrete
Airport Elevation:	3 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	8000 ft / 400 ft	VFR Approach/Landing:	None

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:	38.060279,-122.540458(est)

Administrative Information

Investigator In Charge (IIC):	Llorente, A.
Additional Participating Persons:	ASI ALFRED A. HIGHT; OAKLAND , CA MICHAEL J GRIMES; LANCASTER , CA STEVEN BULWICZ; MONTEREY , CA KENNETH W STUERKE; WICHITA , KS
Original Publish Date:	March 25, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=27830

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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](#).