



# Aviation Investigation Final Report

<b>Location:</b>	WEST MEMPHIS, Arkansas	<b>Accident Number:</b>	MKC86LA094
<b>Date &amp; Time:</b>	April 19, 1986, 21:00 Local	<b>Registration:</b>	N772K
<b>Aircraft:</b>	BEECH A-90	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Positioning		

## Analysis

THE PLT MADE A LANDING TO A RAIN SLICK RWY AT WEST MEMPHIS, ARKANSAS. THE PLT STATED THE ACFT HYDROPLANED AND THAT BRAKING WAS NEGLIGIBLE. THE PIC'S ATTEMPTS TO USE THE REVERSERS RESULTED IN THE ACFT YAWING. WIND SHIFTS IN THE RAIN SHOWERS EXTENDED THE ACFT'S TOUCHDOWN POINT. THE ACFT LANDED WITH TAILWIND CONDITIONS, WITH INSUFFICIENT AIRSPEED AND RWY AVAILABLE AFTER THE ATTEMPTS TO STOP, FOR A GO-AROUND TO BE INITIATED.

## Probable Cause and Findings

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

### Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

#### Findings

1. (F) WEATHER CONDITION - THUNDERSTORM
  2. (F) WEATHER CONDITION - TAILWIND
  3. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  4. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
  5. (C) COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

6. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

7. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

8. (C) GO-AROUND - DELAYED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	January 15, 1986
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	11544 hours (Total, all aircraft), 2130 hours (Total, this make and model), 11544 hours (Pilot In Command, all aircraft), 627 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N772K
<b>Model/Series:</b>	A-90 A-90	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	LJ-310
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	9
<b>Date/Type of Last Inspection:</b>	February 25, 1986 AAIP	<b>Certified Max Gross Wt.:</b>	9300 lbs
<b>Time Since Last Inspection:</b>	33 Hrs	<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	3121 Hrs	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	PT6A-20
<b>Registered Owner:</b>	TRI-STATE MACK DISTRIBUTORS	<b>Rated Power:</b>	550 Horsepower
<b>Operator:</b>		<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>	Dusk
<b>Observation Facility, Elevation:</b>	MEM ,332 ft msl	<b>Distance from Accident Site:</b>	18 Nautical Miles
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	290°
<b>Lowest Cloud Condition:</b>	Unknown / 2900 ft AGL	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	Overcast / 2900 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	210°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 16°C
<b>Precipitation and Obscuration:</b>	Moderate - None - Rain		
<b>Departure Point:</b>	DYERSBURG , TN (DYS)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	20:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	WEST MEMPHIS AWM	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	212 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	Visual
<b>Runway Length/Width:</b>	5000 ft / 100 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	35.139274,-90.180534(est)

## Administrative Information

**Investigator In Charge (IIC):** Thorpe, Clint  
**Additional Participating Persons:** DOUG MCBRIDE; LITTLE ROCK , AR

**Original Publish Date:**

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=34165>

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](#).