



# Aviation Investigation Final Report

<b>Location:</b>	DUMAS, Arkansas	<b>Accident Number:</b>	MKC87LA029
<b>Date &amp; Time:</b>	November 30, 1986, 14:45 Local	<b>Registration:</b>	N783PT
<b>Aircraft:</b>	BEECH 95-B55	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	5 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

THE PLT STATED THAT HE WAS OPERATING VFR OUT OF FT. LAUDERDALE, FLORIDA, WHEN HE ENCOUNTERED IMC WEATHER CLOSE TO VALDOSTA, GEORGIA. AT THIS POINT, THE PLT FURTHER STATED, HE AIR-FILED AN IFR FLIGHT PLAN BUT ELECTED NOT TO LAND AND REFUEL. ACCORDING TO ATC INFORMATION, THE AIRCRAFT DISAPPEARED FROM RADAR 44NM SHORT OF STUTTGART, ARKANSAS, HIS DESTINATION AIRPORT. REPORTS BY THE NATIONAL WEATHER SERVICE AT THE TIME OF THE ACCIDENT INDICATED THAT A LOW PRESSURE TROUGH WITH LOW IFR CONDITIONS EXISTED FROM THE MIDWESTERN PLAIN STATES TO THE FLORIDA PANHANDLE AND ON THROUGH THE OHIO VALLEY REGION. POST-ACCIDENT CALCULATIONS REVEALED THAT THE AIRCRAFT HAD BEEN OPERATED OVER THE MAXIMUM ALLOWABLE GROSS WEIGHT DURING THE INITIAL PORTION OF THE FLIGHT AND THAT FUEL RESERVES FOR IFR OPERATIONS WERE NONEXISTENT. NO USABLE FUEL WAS FOUND IN THE AIRCRAFT'S TANKS, AND NO MECHANICAL MALFUNCTIONS COULD BE DETECTED DURING AN OPERATIONAL CHECK OF BOTH POWERPLANTS.

## Probable Cause and Findings

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

### Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
2. (F) COMPLACENCY - PILOT IN COMMAND
3. (C) FLUID,FUEL - EXHAUSTION
4. (F) PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
5. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. (F) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
7. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
8. (F) JUDGMENT - POOR - PILOT IN COMMAND
9. (F) MENTAL PERFORMANCE OVERLOAD - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

10. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
11. EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

12. (F) TERRAIN CONDITION - ROUGH/UNEVEN
13. (F) GEAR RETRACTION - INTENTIONAL - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<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 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	December 1, 1985
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	9600 hours (Total, all aircraft), 100 hours (Total, this make and model), 9400 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N783PT
<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>	Normal	<b>Serial Number:</b>	TC-808
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	5100 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-470-L
<b>Registered Owner:</b>	PETER W. THELEN	<b>Rated Power:</b>	260 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>	Instrument (IMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LIT ,258 ft msl	<b>Distance from Accident Site:</b>	60 Nautical Miles
<b>Observation Time:</b>	14:48 Local	<b>Direction from Accident Site:</b>	320°
<b>Lowest Cloud Condition:</b>	Unknown / 1200 ft AGL	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	Overcast / 1200 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	80°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	10°C / 8°C
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>	FT. LAUDERDALE , FL (FXE )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	STUTTGART , AR (SGT )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	10:00 Local	<b>Type of Airspace:</b>	Class B

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	4 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	5 None	<b>Latitude, Longitude:</b>	33.879253,-91.480529(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Vargas, Ramon
<b>Additional Participating Persons:</b>	THOMAS K GLISTA; LITTLE ROCK , AR
<b>Original Publish Date:</b>	February 3, 1988
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=34329">https://data.nts.gov/Docket?ProjectID=34329</a>

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