



Aviation Investigation Final Report

Location:	FORDYCE, Arkansas	Accident Number:	MKC90LA066
Date & Time:	March 17, 1990, 10:50 Local	Registration:	N3520R
Aircraft:	BEECH A23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT, FATHER OF THE PASSENGER, A MANIC DEPRESSANT, SAID THAT HIS 29 YEAR OLD SON SEIZED THE CONTROLS WHILE CRUISING AT 5500 MSL, AND ATTEMPTED TO FORCE THE AIRCRAFT DOWN INTO A LAKE. THE PILOT WAS ABLE TO OVERPOWER HIS SON AND RECOVERED AT ABOUT 3500 FT MSL. THEN, HIS SON SHUT THE ENGINE OFF WITH THE IGNITION KEYS AND THREW THE KEYS OUT THE WINDOW. ONCE AGAIN, THE SON ATTEMPTED TO TAKE OVER THE CONTROLS AND SUCCEEDED IN PUTTING THE AIRCRAFT INTO A SPIN. THE PILOT WAS ABLE TO RECOVER FROM THE SPIN ABOUT 50 FEET AGL, BUT THE AIRCRAFT WAS NEARING A STALL AND HE WAS ABLE TO GUIDE THE ACFT BETWEEN TWO TALL TREES. THE ACFT CUT ONE TREE OFF AND UP ROOTED THE OTHER. THIS RESULTED IN THE ACFT LOSING MOST OF ITS FORWARD SPEED AND IT FELL TO THE GROUND FROM ABOUT 30 FEET AGL. THE PILOT AND PAX SUFFERED MINOR INJURIES AND THE ACFT WAS SUBSTANTIALLY DAMAGED. THE PAX WAS PLACE IN A PSYCHIATRIC UNIT AFTER THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PASSENGER'S INTENTIONAL INTERFERENCE WITH THE FLIGHT BY SEIZING THE CONTROLS AND SHUTTING OFF THE ENGINE.

Findings

Occurrence #1: MISCELLANEOUS/OTHER

Phase of Operation: CRUISE

Findings

1. (C) CONTROL INTERFERENCE - INTENTIONAL - PASSENGER
2. IGNITION SYSTEM - SWITCHED OFF
3. (C) DISTURBANCE - INTENTIONAL - PASSENGER
4. (C) OTHER PSYCHOLOGICAL CONDITION - PASSENGER

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

5. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	67, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 11, 1988
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1248 hours (Total, all aircraft), 476 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N3520R
Model/Series:	A23 A23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M674
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	October 22, 1989 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	21 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1234 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-346-A
Registered Owner:	JOHNSTON WILLIAM D	Rated Power:	165 Horsepower
Operator:	JOHNSTON, WILLIAM D.	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:	PBR ,206 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	11:15 Local	Direction from Accident Site:	60°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ABILENE , TX (6F4)	Type of Flight Plan Filed:	None
Destination:	HOLLY SPRINGS , MS (HLD)	Type of Clearance:	None
Departure Time:	06:30 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	33.809886,-92.410919(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: BOB RAEBIGGER;

Original Publish Date: March 5, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34943>

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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](#).