



National Transportation Safety Board Aviation Accident Factual Report

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| Location: | PEARLAND, TX | Accident Number: | FTW94FA060A |
| Date & Time: | 01/02/1994, 1630 CST | Registration: | N75DL |
| Aircraft: | PALMER HAWK BM-4 | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 2 Fatal |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

HISTORY OF FLIGHT:

On January 2, 1994, at 1630 central standard time, a Palmer Hawk BM-4, N75DL, and a Cessna 172N, N739TL, were destroyed during a midair collision near Pearland, Texas. Both airplanes were on final approach to runway 14R at Clover Field, which is an uncontrolled airport. Two occupants of the BM-4 and three occupants of the Cessna received fatal injuries. Visual meteorological conditions with 15 miles visibility prevailed for the local flights.

Interviews with witnesses and associates revealed that the Cessna had departed Ellington Field, Houston, Texas, at 1558. Its pilot-in-command was a flight instructor conducting a biennial flight review with the private pilot receiving dual instruction. They performed several VFR patterns for touch and goes on runway 14R. Pilots in the area recalled the Cessna pilot making the VFR uncontrolled field radio communications over the unicom frequency of 122.8. The BM-4 departed Clover Field at 1630 and flew westbound for a local personal flight. Pilots in the area reported a radio transmission on 122.8 from the BM-4 pilot that he was approaching Clover Field from the west for a base entry.

Witnesses observed the Cessna on short final for runway 14R. Witness reports regarding its altitude varied from 200 feet to 500 feet above the ground. Witnesses observed the BM-4 turn base to final behind the Cessna. The BM-4 was initially observed higher above the ground and moving much faster than the Cessna. Witnesses stated that it appeared the BM-4 was converging on the Cessna in distance and altitude. The airplanes were described as impacting 1000 feet before the approach end of runway 14R at an altitude of not more than 300 feet. Witnesses observed the airplanes remain together, rotate to the left and descend vertically to the ground.

DAMAGE TO AIRCRAFT:

The BM-4 was found resting on the left wing and cockpit area of the Cessna. The BM-4 sustained damage to the right wing and right main gear. The Cessna color was white with brown trim and the BM-4 color was white with yellow trim. Yellow paint transfers were

observed on the upper left wing surface, the aft cabin support post and aft windshield of the Cessna. Leading edge damage of the right wing of the BM-4 was approximately equal to the width of the aft windshield of the Cessna. Flap actuator measurements indicated the flaps of the Cessna were extended 30 degrees. An impact signature measurement at the outboard portion of the left flap of the Cessna was approximately equal to the BM-4 right landing gear strut width.

MEDICAL AND PATHOLOGICAL INFORMATION:

The Office of the Medical Examiner of Harris County in Houston, Texas, performed the autopsies on all cockpit occupants.

TEST AND RESEARCH:

Examination of the engines was conducted on January 25, 1994. The engine examinations did not reveal any discrepancies. Flight continuity was established. The integrity of all fuel tanks was compromised.

ADDITIONAL DATA:

The airplanes were released to the owner's representatives.

Pilot Information

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| Certificate: | Commercial | Age: | 39, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| 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: | 11/18/1992 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 1037 hours (Total, all aircraft), 7 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|--------------------------|--------------------------------|-----------------|
| Aircraft Make: | PALMER | Registration: | N75DL |
| Model/Series: | HAWK BM-4 HAWK BM-4 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | Yes |
| Airworthiness Certificate: | Experimental | Serial Number: | 767 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | 10/04/1993, Annual | Certified Max Gross Wt.: | 1150 lbs |
| Time Since Last Inspection: | 17 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 554 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, not activated | Engine Model/Series: | A-65-8 |
| Registered Owner: | JENKINS, PHILIP J. | Rated Power: | 65 hp |
| Operator: | JENKINS, PHILIP J. | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | HOU, 47 ft msl | Distance from Accident Site: | 8 Nautical Miles |
| Observation Time: | 1650 CST | Direction from Accident Site: | 340° |
| Lowest Cloud Condition: | Unknown / 0 ft agl | Visibility | 15 Miles |
| Lowest Ceiling: | Broken / 25000 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 13 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 150° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 18° C / 13° C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | (T02) | Type of Flight Plan Filed: | None |
| Destination: | (T02) | Type of Clearance: | None |
| Departure Time: | 1624 CST | Type of Airspace: | Class G |

Airport Information

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|----------------------|--------------------|---------------------------|-----------------|
| Airport: | CLOVER FIELD (T02) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 44 ft | Runway Surface Condition: | Dry |
| Runway Used: | 14R | IFR Approach: | None |
| Runway Length/Width: | 4300 ft / 70 ft | VFR Approach/Landing: | Traffic Pattern |

Wreckage and Impact Information

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|----------------------------|---------|-----------------------------|-----------|
| Crew Injuries: | 1 Fatal | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 1 Fatal | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 Fatal | Latitude, Longitude: | |

Administrative Information

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| Investigator In Charge (IIC): | JOYCE M SMITH, |
| Additional Participating Persons: | JOHN T MERRIFIELD; HOUSTON, TX |
| Investigation Docket: | NTSB accident and incident docket serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . |