



National Transportation Safety Board Aviation Accident Data Summary

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

Analysis

AS AN INSTRUCTOR (CFI) & STUDENT IN A CESSNA 172 WERE MAKING TOUCH-&-GO'S ON RUNWAY 14R, A BM-4 PILOT TRANSMITTED ON UNICOM THAT HE WAS APPROACHING FROM THE WEST FOR A BASE ENTRY. REPORTEDLY, THE CESSNA PILOTS WERE TRANSMITTING THEIR POSITIONS ON UNICOM, ALSO. THE BM-4 SUBSEQUENTLY TURNED BASE TO FINAL BEHIND THE CESSNA & WAS SEEN CONVERGING ON THE CESSNA IN DISTANCE & ALTITUDE. IMPACT OCCURRED ON SHORT FINAL. WITNESSES SAID THE AIRPLANES REMAINED TOGETHER, ROTATED TO THE LEFT & DESCENDED VERTICALLY TO THE GROUND. THE BM-4 COLOR WAS WHITE WITH YELLOW TRIM & THE CESSNA WAS COLORED WHITE WITH BROWN TRIM. YELLOW PAINT TRANSFER WAS OBSERVED ON THE UPPER LEFT WING SURFACE, AFT CABIN SUPPORT POST & 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 CABIN WINDOW OF THE CESSNA. 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.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE VISUAL LOOKOUT BY THE PILOT OF THE HAWK BM-4, WHICH RESULTED IN HIS FAILURE TO SEE-AND-AVOID THE CESSNA 172. THE BM-4 PILOT'S NON-STANDARD PROCEDURE FOR ENTERING THE TRAFFIC PATTERN WAS A RELATED FACTOR.

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

- Findings
1. (F) VFR PROCEDURES - NOT FOLLOWED - PILOT IN COMMAND
 2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Commercial	Age:	39
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1037 hours (Total, all aircraft), 7 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PALMER	Registration:	N75DL
Model/Series:	HAWK BM-4 HAWK BM-4	Engines:	1 Reciprocating
Operator:	JENKINS, PHILIP J.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	A-65-8
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HOU, 47 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 25000 ft agl	Wind Speed/Gusts, Direction:	13 knots / , 150°
Temperature:	18° C	Visibility	15 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(T02)	Destination:	(T02)

Airport Information

Airport:	CLOVER FIELD (T02)	Runway Surface Type:	Asphalt
Runway Used:	14R	Runway Surface Condition:	Dry
Runway Length/Width:	4300 ft / 70 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): JOYCE M SMITH, Adopted Date: 01/11/1995

Investigation Docket: NTSB accident and incident dockets 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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.