



National Transportation Safety Board Aviation Accident Data Summary

Location:	DENVER, CO	Accident Number:	FTW95FA004
Date & Time:	10/01/1994, 1805 MDT	Registration:	N31YV
Aircraft:	BEECH 1900D	Injuries:	1 Minor, 17 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

AS THE LEVEL 6 THUNDERSTORM PASSED OVER THE AIRPORT FROM NORTHWEST TO SOUTHEAST, THE CAPTAIN ELECTED NOT TO TAKE OFF BECAUSE OF THE FALLING HAIL. AFTER WAITING ABOUT 30 MINUTES, THE FLIGHT TOOK OFF ON RUNWAY 35L. THE CAPTAIN REQUESTED A RIGHT TURN, AND WAS ASSIGNED A HEADING OF 080 DEGREES AND CLEARED TO CLIMB TO 20,000 FEET. THE AIRPLANE ENTERED THE OVERCAST AND ENCOUNTERED 'LIGHT HAIL.' AS IT TURNED ONTO ITS ASSIGNED HEADING, THE AIRBORNE WEATHER RADAR INDICATED HEAVY PRECIPITATION AHEAD. A REQUEST WAS MADE FOR A TURN FURTHER RIGHT. SUDDENLY, THE RIGHT WINDSHIELD SHATTERED, SENDING GLASS PARTICLES INTO THE FIRST OFFICER'S EYES. THE AIRPLANE IMMEDIATELY DESCENDED TO VISUAL METEOROLOGICAL CONDITIONS, RETURNED TO THE AIRPORT, AND LANDED.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE CAPTAIN'S INACCURATE EVALUATION OF WEATHER CONDITIONS, AND HIS DECISION TO FLY INTO KNOWN ADVERSE WEATHER. A FACTOR WAS THE HAIL.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
2. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - HAIL

Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CLIMB - TO CRUISE

Findings

4. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DISINTEGRATED

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	35
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	6921 hours (Total, all aircraft), 1859 hours (Total, this make and model), 4786 hours (Pilot In Command, all aircraft), 266 hours (Last 90 days, all aircraft), 96 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N31YV
Model/Series:	1900D 1900D	Engines:	2 Turbo Prop
Operator:	MESA AIRLINES, INC.	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	Commuter Air Carrier (135)	Engine Model/Series:	PT6A-67D
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DEN, 5333 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 1300 ft agl	Wind Speed/Gusts, Direction:	23 knots / 35 knots, 310°
Temperature:	13°C	Visibility	1 Miles
Precipitation and Obscuration:			
Departure Point:	, CO (DEN)	Destination:	AMARILLO, TX (AMA)

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	Aircraft Damage:	Substantial
Passenger Injuries:	16 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT,	Adopted Date:	05/18/1995
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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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