National Transportation Safety Board
Aviation Accident Data Summary

Location:	SAINT JOHNS, AZ	**Accident Number:**	LAX96FA106
Date & Time:	02/05/1996, 0950 MST	**Registration:**	N131T
Aircraft:	Convair C-131E	**Injuries:**	4 Fatal
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Analysis

Witnesses observed the aircraft departing from runway 14 with a rolling start. They said the aircraft rotated at the departure end of the runway and remained in ground effect with an excessive, nose high attitude. It then struck the airport perimeter fence, a barrier wall, and power lines. Power line wires were dragged through a residentual area, resulting in additional damage. The airplane then crashed in a pasture and burned. Investigation revealed the airplane had been loaded to a gross weight (GW) of 50,870 lbs. Its maximum GW was limited to 48,000 lbs at sea level with the use of antidetonation injection (ADI) fluid and 40,900 lbs without ADI. Density altitude at the airport was 6200 feet. For conditions at the airport, maximum GW for takeoff with ADI and 15 degrees of flaps was 43,205 lbs; without ADI and with 13 degrees of flaps, maximum GW was 38,909 lbs. The airplane flaps were found in the retracted position, but there was no performance data for takeoff with the flaps retracted. No ADI fluid was found in the line to the right engine, although it was intact; the ADI tank was destroyed; the ADI line to the left engine was damaged. The airplane was being flown under provision of a ferry permit, which did not provide for the cargo or the two passengers that were aboard. The first pilot (PIC) had accrued about 8 hours of flight experience in the make and model of airplane.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: inadequate preflight planning and preparation by the first pilot (PIC), his failure to ensure the aircraft was properly loaded within limitations, his failure to use proper flaps for takeoff, his failure to use ADI assisted takeoff, and his resultant failure to attain sufficient airspeed to climb after takeoff. Factors relating to the accident were: the high density altitude, and the PIC's lack of experience in the make and model of airplane.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. (C) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. (C) FLAPS - NOT USED - PILOT IN COMMAND
5. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. (C) AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
7. OBJECT - WALL/BARRICADE
8. OBJECT - WIRE,TRANSMISSION

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Airline Transport; Commercial	**Age:**	61
Airplane Rating(s):	Multi-engine Land; Single-engine Land	**Instrument Rating(s):**	Airplane
Other Aircraft Rating(s):	None	**Instructor Rating(s):**	Airplane Multi-engine; Airplane Single-engine
Flight Time:	18400 hours (Total, all aircraft), 8 hours (Total, this make and model), 12000 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Convair	**Registration:**	N131T
Model/Series:	C-131E C-131E	**Engines:**	2 Reciprocating
Operator:	ROBERTUS S. KELDER	**Engine Manufacturer:**	P&W
Operating Certificate(s) Held:	None	**Engine Model/Series:**	R-2800-CB16
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	**Condition of Light:**	Day
Observation Facility, Elevation:	SOW, 6412 ft msl	**Weather Information Source:**	Weather Observation Facility
Lowest Ceiling:	Broken / 0 ft agl	**Wind Speed/Gusts, Direction:**	4 knots / , 190°
Temperature:	12°C	**Visibility**	40 Miles
Precipitation and Obscuration:			
Departure Point:	(SJN)	**Destination:**	BROWNSVILLE, TX (BRO)

Airport Information

Airport:	ST JOHNS IND AIRPARK (SJN)	**Runway Surface Type:**	Asphalt
Runway Used:	14	**Runway Surface Condition:**	Dry
Runway Length/Width:	5323 ft / 75 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	THOMAS H WILCOX	**Adopted Date:**	10/04/1996
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.ntsb.gov/pubdms/.		