



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	RIO GRANDE CITY, TX	<b>Accident Number:</b>	FTW97LA074
<b>Date &amp; Time:</b>	01/02/1997, 0845 CST	<b>Registration:</b>	N1552D
<b>Aircraft:</b>	Beech C90A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Business

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On January 2, 1997, at 0845 central standard time, a Beech C90A, N1552D, was substantially damaged upon impact with a tower during approach near Rio Grande City, Texas. The airplane, owned by the Sheerin Charter Service L.C., of San Antonio, Texas, and operated by Raytheon Aircraft Services, also of San Antonio, was being operated under Title 14 CFR Part 91, at the time of the accident. The airline transport rated pilot, sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed for the business flight for which an instrument flight plan was filed. The flight originated from the San Antonio International Airport at 0740.

According to the pilot, the IFR portion of his flight plan was terminated after he found a clearing in the broken ceiling near the Diamond "O" Ranch airstrip, near La Gloria, Texas. The pilot planned to navigate south along the road for approximately 25 nautical miles to the Starr County Airport, near Rio Grande City. The pilot added that while en route to the airport, at an estimated altitude of 1,000 feet MSL, the left engine propeller impacted guide wires and the outer portion of the right wing impacted the tower. According to the Brownsville sectional chart, the tower which is located on the west side of the road, is 1,002 feet MSL high (519 feet AGL).

In the narrative portion of the enclosed NTSB Form 6120.1/2, the pilot stated that he "checked [the] map to track his position along highway 755, and when he looked up, the tower was right in front, too late to take evasive action."

The pilot reported that after the collision with the tower, he aborted the approach and proceeded to the McCallen Miller International Airport, near McCallen, Texas, where after extending the landing gear manually, an uneventful landing was made.

Examination of the airframe revealed that a 65-inch section of outboard portion of the right wing was damaged, two propeller blades on the left engine propeller were damaged, and a 12-inch incision was found on the left mid wing section.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	12/31/1996
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	13500 hours (Total, all aircraft), 9000 hours (Total, this make and model), 12500 hours (Pilot In Command, all aircraft), 132 hours (Last 90 days, all aircraft), 36 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N1552D
<b>Model/Series:</b>	C90A C90A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	LJ1204
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	09/11/1996, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	10100 lbs
<b>Time Since Last Inspection:</b>	108 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	1803 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	PT6A-21
<b>Registered Owner:</b>	SHEERIN CHARTER SERVICE L.C.	<b>Rated Power:</b>	550 hp
<b>Operator:</b>	RAYTHEON AIRCRAFT SERVICES	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	4 Miles
Lowest Ceiling:	Broken / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21° C / 19° C
Precipitation and Obscuration:			
Departure Point:	SAN ANTONIO, TX (SAT)	Type of Flight Plan Filed:	IFR
Destination:	RIO GRANDE CITY, TX (67R)	Type of Clearance:	None
Departure Time:	0740 CST	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	HECTOR R CASANOVA
Additional Participating Persons:	ROBERT P ANDERSON; SAN ANTONIO, TX
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .