



National Transportation Safety Board Aviation Accident Data Summary

Location:	Austin, TX	Accident Number:	FTW02FA087
Date & Time:	03/01/2002, 1641 CST	Registration:	N7236L
Aircraft:	Beech A36	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The instrument-rated private pilot received a preflight weather briefing from a flight service station, and was informed of light turbulence and a forecast of marginal VFR conditions becoming VFR at the destination airport near the estimated time of arrival. The flight departed and flew to the destination airport. Prior to beginning an ILS approach, the pilot was informed of IFR weather conditions, which consisted of a ceiling and visibility below the minimum prescribed altitudes for the approach. The pilot executed a stable ILS approach to the runway and, according to radar data, declared a missed approach at the decision height. The pilot was issued missed approach instructions at three separate times, and acknowledged the first two sets of instructions; however, did not respond to the final instruction to switch communication frequencies. Subsequently, the airplane was located on the airport property. Witness marks at the accident site and airplane crush angles were consistent with the airplane stalling prior to impacting the ground, and then a fire erupting. Examination of the airframe and engine, and their logbooks, did not reveal any pre-existing anomalies. Additionally, toxicological test results for the pilot revealed unquantified levels of dyphenhydramine (a sedating antihistamine).

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain airspeed, resulting in a stall. Contributing factors were the low ceiling, fog, and the unforecast weather conditions..

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MISSED APPROACH (IFR)

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - LOW CEILING
3. (C) STALL - INADVERTENT - PILOT IN COMMAND
4. (F) WEATHER CONDITION - FOG
5. (F) WEATHER FORECAST - INACCURATE
6. USE OF INAPPROPRIATE MEDICATION/DRUG - PILOT IN COMMAND

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

Pilot Information

Certificate:	Private	Age:	63
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	682 hours (Total, all aircraft), 210 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N7236L
Model/Series:	A36	Engines:	1 Reciprocating
Operator:	Morris S. Curry	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-550-B
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	AUS, 542 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 100 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	14° C	Visibility	0.25 Miles
Precipitation and Obscuration:			
Departure Point:	Oklahoma City, OK (PWA)	Destination:	Austin, TX (AUS)

Airport Information

Airport:	Austin Bergstrom Intl (AUS)	Runway Surface Type:	Concrete
Runway Used:	17L	Runway Surface Condition:	Wet
Runway Length/Width:	9000 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	30.180278, -97.650278		

Administrative Information

Investigator In Charge (IIC): Jason A Ragogna

Adopted Date: 07/23/2003

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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