



National Transportation Safety Board Aviation Accident Final Report

Location:	AUGUSTA, ME	Accident Number:	NYC89LA189
Date & Time:	08/04/1989, 1830 EDT	Registration:	N94253
Aircraft:	CONVAIR CV-600-240D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor, 1 None

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

DIVERTED TO AUGUSTA AFTER ENCOUNTERING DETERIORATING WX. LOST INVERTERS, COMPASS SYSTEM DURING ILS, EXECUTED GO-AROUND. SECOND APPROACH MADE VISUAL TO LANDING. PROPS WOULD NOT ENTER FINE PITCH, BRAKING NOT EFFECTIVE. PLT STEERED AIRPLANE OFF RUNWAY DOWN EMBANKMENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PROPELLER CONTROL SYSTEM FOR UNDETERMINED REASONS DURING A PRECAUTIONARY LANDING AFTER ENCOUNTERING DETERIORATING WEATHER CONDITIONS DURING A VFR FERRY FLIGHT. CONTRIBUTING FACTOR(S) WAS: THE ADVERSE WEATHER CONDITIONS, INADEQUATE PREFLIGHT, A FAILURE OF THE ELECTRICAL SYSTEM FOR UNKNOWN REASONS, AND THE PILOT'S INTENTIONAL GROUND LOOP.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - OBSCURATION
2. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: APPROACH

Findings

3. (F) PRECAUTIONARY LANDING - SELECTED - PILOT IN COMMAND
4. (F) ELECTRICAL SYSTEM - FAILURE, PARTIAL
5. (F) ELECTRICAL SYSTEM - UNDETERMINED
6. (F) FLIGHT/NAV INSTRUMENTS, FLUXGATE COMPASS - INOPERATIVE
7. MISSED APPROACH - PERFORMED - PILOT IN COMMAND

Occurrence #3: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

8. (C) PROPELLER SYSTEM/ACCESSORIES, REVERSING SYSTEM - FAILURE, TOTAL
9. (C) PROPELLER SYSTEM/ACCESSORIES, REVERSING SYSTEM - UNDETERMINED
10. (C) PROPELLER SYSTEM/ACCESSORIES, REVERSING SYSTEM - INOPERATIVE

Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

11. (F) GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	32, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last Medical Exam:	03/22/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3100 hours (Total, all aircraft), 800 hours (Total, this make and model), 2350 hours (Pilot In Command, all aircraft), 57 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CONVAIR	Registration:	N94253
Model/Series:	CV-600-240D CV-600-240	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	114
Landing Gear Type:	Retractable - Tricycle	Seats:	41
Date/Type of Last Inspection:	08/03/1989, Unknown	Certified Max Gross Wt.:	46850 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	Rolls-Royce
ELT:	Installed, not activated	Engine Model/Series:	RDA-10/IMK542
Registered Owner:	INTERNATIONAL TURBINE SERVICE	Rated Power:	2550 lbs
Operator:	INTERNATIONAL TURBINE SERVICE	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AUG, 352 ft msl	Observation Time:	1847 EDT
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Temperature/Dew Point:	24° C / 21° C
Lowest Ceiling:	Overcast / 7000 ft agl	Visibility	3 Miles
Wind Speed/Gusts, Direction:	13 knots/ 13 knots, 180°	Visibility (RVR):	0 ft
Altimeter Setting:	29 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	BANGOR, ME (BGR)	Type of Flight Plan Filed:	None
Destination:	BUFFALO, NY (BUF)	Type of Clearance:	None
Departure Time:	1740 EDT	Type of Airspace:	Class E

Airport Information

Airport:	AUGUSTA (AUG)	Runway Surface Type:	Asphalt
Airport Elevation:	352 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	Full Stop; Precautionary Landing

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROBERT L HANCOCK	Adopted Date:	09/30/1991
Additional Participating Persons:	; PORTLAND, ME		
Publish Date:			
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.