



National Transportation Safety Board Aviation Accident Final Report

Location:	UNCERTAIN, TX	Accident Number:	FTW90FA005
Date & Time:	10/06/1989, 2205 CDT	Registration:	N208W
Aircraft:	CESSNA 208	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	5 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT TOOK OFF AT NGT FROM A PVT/UNLIGHTED STRIP WITH A PROFESSIONAL (ATP) PLT & THE NON-INSTRUMENT RATED OWNER/PLT AT THE CONTROLS. AFTER TAKEOFF, THE ACFT ENTERED A SLIGHT LEFT TURN. SUBSEQUENTLY, IT HIT THE TOP OF A TALL PINE TREE, ABOUT 80 FT AGL & 202 FT LEFT OF THE RWY CENTERLINE. THE ACFT THEN CRASHED INTO OTHER TREES AFTER TRAVELING ABOUT AN ADDITIONAL 450 FT. NO PREIMPACT MECHANICAL PROBLEM WAS FOUND DURING THE INVESTIGATION. THE INVESTIGATION DID NOT DETERMINE WHICH PLT WAS ACTUALLY FLYING THE ACFT. TOXICOLOGY CHECKS SHOWED THE OWNER HAD A BLOOD/ALCOHOL LEVEL OF 0.041% (41 MG/DL) & A URINE/ALCOHOL LEVEL OF 0.012% (12 MG/DL). TOXICOLOGY CHECKS OF THE PROFESSIONAL PLT'S BLOOD & URINE WERE NEGATIVE FOR ALCOHOL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER PLANNING/DECISION BY THE PILOT-IN-COMMAND, AND FAILURE OF THE AIRCREW TO MAINTAIN RUNWAY ALIGNMENT AND CLEARANCE FROM THE HIGH OBSTRUCTIONS (TREES) BESIDE THE RUNWAY. RELATED FACTORS WERE: WEATHER CONDITIONS, DARK NIGHT, LACK OF RUNWAY EDGE LIGHTS, LACK OF VISUAL PERCEPTION BY THE PILOT(S), AND TREES BESIDE THE RUNWAY.

Findings

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

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - FOG
3. (F) LIGHT CONDITION - DARK NIGHT
4. (F) AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
5. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
7. (C) PROPER ALIGNMENT - NOT MAINTAINED
8. (F) OBJECT - TREE(S)
9. (C) CLEARANCE - NOT MAINTAINED

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

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	43, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last Medical Exam:	12/20/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6200 hours (Total, all aircraft), 300 hours (Total, this make and model), 125 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N208W
Model/Series:	208 208	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20800115
Landing Gear Type:	Tricycle	Seats:	10
Date/Type of Last Inspection:	08/11/1989, 100 Hour	Certified Max Gross Wt.:	9000 lbs
Time Since Last Inspection:	84 Hours	Engines:	1 Turbo Prop
Airframe Total Time:	980 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-114
Registered Owner:	WINCHESTER AIR, INC.	Rated Power:	600 hp
Operator:	WINCHESTER AIR, INC.	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SHV, 179 ft msl	Observation Time:	2151 CDT
Distance from Accident Site:	28 Nautical Miles	Direction from Accident Site:	130°
Lowest Cloud Condition:	Unknown / 0 ft agl	Temperature/Dew Point:	23° C / 23° C
Lowest Ceiling:	Broken / 500 ft agl	Visibility	6 Miles
Wind Speed/Gusts, Direction:	10 knots, 290°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	DESTIN, FL (81J)	Type of Clearance:	
Departure Time:	2205 CDT	Type of Airspace:	Class G

Airport Information

Airport:	VAUGHAN'S	Runway Surface Type:	Asphalt
Airport Elevation:	320 ft	Runway Surface Condition:	
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	5000 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	5 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	EUGENE E ROTH	Adopted Date:	09/30/1991
Additional Participating Persons:	SANDRA R GARCIA; WICHITA, KS TED SHURACK; DALLAS, TX		
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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.