



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ADJUNTAS, PR	<b>Accident Number:</b>	ATL00LA018
<b>Date &amp; Time:</b>	12/23/1999, 1600 EST	<b>Registration:</b>	N1315A
<b>Aircraft:</b>	Cessna 208B	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

While en route to the first schedule stop, the pilot heard a radio transmission that weather conditions in the vicinity of his next destination were 'bad.' Upon arriving, the pilot attempted to telephone Flight Service for a weather briefing and to file a flight plan. After efforts to contact Flight Service failed, the pilot elected to takeoff without a filing a flight plan. A few minutes into the flight, the pilot decided to return to the departure airport after the flight encountered deteriorating weather conditions that included heavy turbulence, and low ceilings. The airplane collided with trees as the pilot maneuvered the airplane. The post-accident examination of the airplane failed to disclose a mechanical malfunction or a component failure. The pilot did not report a mechanical problem with the airplane. A review of the en route flight charts disclosed that the terrain elevation at the departure point was approximately 24 feet. The terrain elevation at the approximate location of the accident site was 2,500 feet.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot continued flight into adverse weather conditions that included low ceiling and turbulence. Factors to the accident were trees.

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE

### Findings

1. (C) WEATHER CONDITION - LOW CEILING
2. (C) FLIGHT INTO ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
3. (C) WEATHER CONDITION - TURBULENCE

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING

### Findings

4. (F) OBJECT - TREE(S)

## Factual Information

On December 23, 1999, at 1600 atlantic standard time, a Cessna 208B, N1315A, collided with trees in a heavily wooded area near Adjuntas, Puerto Rico. The air taxi cargo flight was operated by M & N Aviation under the provisions of Title 14 CFR Part 135 with no flight plan filed. Visual weather conditions prevailed at the nearest weather reporting facility at the time of the accident. The airplane sustained substantial damage. The commercial pilot received minor injuries and his passenger received serious injuries. The flight departed Ponce, Puerto Rico, at 1532.

While en route to Ponce, the pilot heard a radio transmission that weather conditions in the vicinity of his next destination was "bad." Upon arriving in Ponce, the pilot attempted to telephone Flight Service for a weather briefing and to file a flight plan. After efforts to contact Flight Service failed, the pilot elected to takeoff without filing a flight plan. After a few minutes into the flight, the pilot decided to return to Ponce. Reportedly, the flight encountered deteriorating weather conditions that included heavy turbulence, and low ceilings. While attempting to maintain visual contact with the ground the pilot anticipated executing a left turn to avoid colliding with the high terrain. The airplane collided with trees as the pilot maneuvered the airplane.

The post-accident examination of the airplane failed to disclose a mechanical malfunction or a component failure. The pilot did not report a mechanical problem with the airplane. A review of the en route flight charts disclosed that the terrain elevation at the departure point was approximately 24 feet. The terrain elevation at the approximate location of the accident site was 2,500 feet.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	21, 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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last Medical Exam:</b>	09/11/1999
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1985 hours (Total, all aircraft), 550 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Cessna	<b>Registration:</b>	N1315A
<b>Model/Series:</b>	208B 208B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	208-0655
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	12/02/1999, 100 Hour	<b>Certified Max Gross Wt.:</b>	8750 lbs
<b>Time Since Last Inspection:</b>	1343 Hours	<b>Engines:</b>	1 Turbo Prop
<b>Airframe Total Time:</b>	1427 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	PT6A-114A
<b>Registered Owner:</b>	GE CAPITAL CORP OF P.R.	<b>Rated Power:</b>	675 hp
<b>Operator:</b>	M&N AVIATION	<b>Air Carrier Operating Certificate:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PSE, 24 ft msl	<b>Observation Time:</b>	1348 AST
<b>Distance from Accident Site:</b>	30 Nautical Miles	<b>Direction from Accident Site:</b>	170°
<b>Lowest Cloud Condition:</b>	Scattered / 2500 ft agl	<b>Temperature/Dew Point:</b>	30° C / 19° C
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Visibility</b>	15 Miles
<b>Wind Speed/Gusts, Direction:</b>	8 knots, 40°	<b>Visibility (RVR):</b>	0 ft
<b>Altimeter Setting:</b>	30 inches Hg	<b>Visibility (RVV):</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	PONCE, PR (PSE)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	AGUADZILLA, PR (BQN)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	1532 AST	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 Minor	<b>Latitude, Longitude:</b>	

## Administrative Information

Investigator In Charge (IIC): PHILLIP POWELL Adopted Date: 12/04/2000

Additional Participating Persons: JORGE D PEREZ; SAN JUAN, PR

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](mailto: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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