



National Transportation Safety Board Aviation Accident Final Report

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|-------------------------|----------------------|-------------------------|-------------|
| Location: | GREENVILLE, ME | Accident Number: | NYC00LA265 |
| Date & Time: | 09/23/2000, 1950 EDT | Registration: | N590TA |
| Aircraft: | Cessna 208B | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 Minor |

Flight Conducted Under: Part 91: General Aviation - Executive/Corporate

Analysis

According to the pilot, he was conducting a GPS approach during occasional low ceilings, reduced visibility and rain. At the minimum descent altitude, the ground was 'occasionally' visible through fog and rain. Near the missed approach point, the runway lights were visible, so he continued the descent. He lost visual contact with the runway, and began a missed approach, but collided with trees. The accident site was 2 miles prior to the runway, on rising terrain, 200 feet below the runway elevation. The missed approach point was over the approach end of the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper in-flight decision to continue his descent without visual contact with the runway, and his inattention to his altitude, in relation to the airport elevation.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (C) INATTENTIVE - PILOT IN COMMAND

Factual Information

On September 23, 2000, at 1950 Eastern Daylight Time, a Cessna 208B, N590TA, was substantially damaged when it impacted rising terrain during an instrument approach to Greenville Municipal Airport (3B1), Greenville, Maine. The certificated airline transport pilot received minor injuries. Instrument meteorological conditions prevailed at the time of the accident, and an instrument flight rules flight plan was filed for the flight, between Bangor International Airport (BGR), Bangor, Maine, and Greenville. The corporate flight was conducted under 14 CFR Part 91.

According to the pilot, he was performing a GPS RWY 14 approach to Greenville at the time of the accident. The pilot further stated:

"The area forecast indicated that VFR conditions prevailed with occasional low ceiling and reduced visibility and rain.... At MDA, the ground was visible occasionally through fog and rain. Near MAP, the runway lights were visible and aircraft continued descent. Runway visibility was lost, missed approach procedures instituted. Collision with trees occurred."

The airplane impacted rising terrain about 2 miles prior to the runway, at an elevation of approximately 1,200 feet. The airport elevation was 1,400 feet, and according to the GPS RWY 14 approach procedure, the minimum descent altitude was 2,300 feet. The missed approach point was over the approach end of the runway.

There were no weather reporting facilities in the area. However, a witness on the ground stated that it was foggy at the time of the accident.

Pilot Information

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|----------------------------------|--|--|----------------------------|
| Certificate: | Airline Transport | Age: | 48, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land; Single-engine Sea | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane Single-engine; Instrument Airplane | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--w/ waivers/lim. | Last Medical Exam: | 05/23/2000 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 5350 hours (Total, all aircraft), 2000 hours (Total, this make and model), 5300 hours (Pilot In Command, all aircraft), 225 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|--|------------------------------------|-------------------------------------|
| Aircraft Manufacturer: | Cessna | Registration: | N590TA |
| Model/Series: | 208B 208B | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 208B0590 |
| Landing Gear Type: | Tricycle | Seats: | 10 |
| Date/Type of Last Inspection: | 08/22/2000, AAIP | Certified Max Gross Wt.: | 7950 lbs |
| Time Since Last Inspection: | 72 Hours | Engines: | Turbo Prop |
| Airframe Total Time: | 2671 Hours | Engine Manufacturer: | P&W |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | PT6A-114A |
| Registered Owner: | TELFORD AVIATION | Rated Power: | 675 hp |
| Operator: | TELFORD AVIATION | Air Carrier Operating Certificate: | Air Cargo; On-demand Air Taxi (135) |
| Operator Does Business As: | | Operator Designator Code: | FTSA |

Meteorological Information and Flight Plan

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|----------------------------------|-----------------------|-------------------------------|---------------|
| Conditions at Accident Site: | Instrument Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | MLT, 406 ft msl | Observation Time: | 1953 EDT |
| Distance from Accident Site: | 40 Nautical Miles | Direction from Accident Site: | 80° |
| Lowest Cloud Condition: | Unknown / 0 ft agl | Temperature/Dew Point: | 12° C / 12° C |
| Lowest Ceiling: | Overcast / 500 ft agl | Visibility | 7 Miles |
| Wind Speed/Gusts, Direction: | 5 knots, Variable | 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: | IFR |
| Destination: | (3B1) | Type of Clearance: | IFR |
| Departure Time: | 1930 EDT | Type of Airspace: | Class G |

Airport Information

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|----------------------|----------------------------|---------------------------|---------|
| Airport: | GREENVILLE MUNICIPAL (3B1) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 1400 ft | Runway Surface Condition: | Dry |
| Runway Used: | 14 | IFR Approach: | |
| Runway Length/Width: | 3999 ft / 75 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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

Administrative Information

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|-----------------------------------|--|---------------|------------|
| Investigator In Charge (IIC): | PAUL R COX | Adopted Date: | 05/08/2001 |
| Additional Participating Persons: | ROBERT DZIADZIO; PORTLAND, ME, JAMES THOMAS; WICHITA, KS, | | |
| 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/ . | | |

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