



National Transportation Safety Board Aviation Accident Final Report

Location:	HAGERSTOWN, IN	Accident Number:	CHI87DEX04
Date & Time:	12/12/1986, 0324 EST	Registration:	N116CA
Aircraft:	AERO COMMANDER 500B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE PILOT WAS ON THE FOURTH LEG OF A NIGHT CARGO FLIGHT CRUISING AT APPROXIMATELY 500' AGL ENROUTE TO MT. VERNON, IL, WHEN THE AIRCRAFT STRUCK SOME TREES AND SUBSEQUENTLY COLLIDED WITH THE GROUND. THE ENGINES AND PROPELLERS WERE BOTH TORN DOWN AND TESTED AND NO EVIDENCE OF MALFUNCTION WAS DISCOVERED. THE PILOT STATED HE DID NOT RECALL THE CRASH SEQUENCE AT ALL. THE PILOT WAS WEARING A 'WALKMAN' RADIO AT THE TIME OF THE ACCIDENT. HE STATED IT WAS TO HELP KEEP HIM AWAKE, BECAUSE HE HAD FALLEN ASLEEP AT TIMES IN THE PAST WHILE FLYING NIGHT CARGO.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: CRUISE

Findings

1. OBJECT - TREE(S)
2. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. FATIGUE(FLIGHT SCHEDULE) - PILOT IN COMMAND
4. (F) LIGHT CONDITION - NIGHT
5. (C) JUDGMENT - POOR - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	29, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/06/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3150 hours (Total, all aircraft), 200 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERO COMMANDER	Registration:	N116CA
Model/Series:	500B 500B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	500B-1133-75
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	10/30/1986, AAIP	Certified Max Gross Wt.:	6750 lbs
Time Since Last Inspection:	118 Hours	Engines:	2 Reciprocating
Airframe Total Time:	11034 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-E1A5
Registered Owner:	CENTRAL AIRLINES, INC.	Rated Power:	290 hp
Operator:	CENTRAL AIRLINES, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	CCTA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	DAY, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0850 GMT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 8000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	22°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-3° C / -18° C
Precipitation and Obscuration:			
Departure Point:	AKRON, OH (CAK)	Type of Flight Plan Filed:	None
Destination:	EAST ST. LOUIS, IL (CPS)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	EDWIN W ROBINSON	Report Date:	03/10/1988
Additional Participating Persons:	GARY L TEMPLE; INDIANAPOLIS, IN		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).