



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	HURDLE MILLS, NC	<b>Accident Number:</b>	FTW90FA002
<b>Date &amp; Time:</b>	10/01/1989, 2207 EDT	<b>Registration:</b>	N53CC
<b>Aircraft:</b>	CESSNA 550	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal

**Flight Conducted Under:** Part 91: General Aviation - Business

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## Analysis

DRG ARR, FLT WAS VCTRD FOR NDB RWY 6 APCH, & ADZD RALEIGH-DURHAM WX WAS 500' OVC, VIS 3 MI WITH FOG, WND FM 140 DEG AT 12 KTS, ALTM 30.01. AFTER CLNC FOR APCH, ACFT CROSSED FINAL APCH FIX (FAF) AT 2100' MSL. RADAR SVC WAS TRMTD & FREQ CHG WAS APPROVED. WHEN ACFT DID NOT ARR, SEARCH WAS INITIATED. WRECKAGE WAS FND ABT 2.5 MI SW OF RWY 6, WHERE ACFT HIT TREES & CRASHED. ELEV OF CRASH SITE WAS ABT 600' MSL. MDA FOR APCH WAS 1160' MSL (WITH LCL ALTM SETTING; 1260' WITH RALEIGH-DURHAM SETTING). EXAM REVEALED ACFT HIT TREES, WHILE ON RWY HDG IN WINGS LVL ATTITUDE; CONFIGURED FOR LNDG. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND. TOX CHECK OF PIC'S BLOOD SHOWED 0.10 MG/L OF DIAZEPAM & 0.09 MG/L OF NORDIAZEPAM. CHECK OF HIS URINE SHOWED METABOLITE OF MARIJUANA (11-NOR-DELTA-9-TETRAHYDROCANNABINOL-9-CARBOXYLIC ACID) AT LVL OF 0.117 MG/L. AFTER SURGERY FOR MALIGNANT LYMPHOMA (FEB 89), PIC WAS RESTORED TO FLT STATUS ON 8/9/89 & CLRD FOR PIC DUTY 1 WK LTR. HE CONTD FLYING THO HE RCVD MAINTENANCE CHEMOTHERAPY & ASSOCIATES NOTED THAT HE TIRED EASILY.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPAIRMENT OF THE PILOT-IN-COMMAND (PIC) DUE TO DRUGS/MEDICATION, CHEMOTHERAPY AND FATIGUE; FAILURE OF THE PIC TO ASSURE THAT THE IFR (INSTRUMENT) APCH PROCEDURE WAS FOLLOWED; AND HIS FAILURE TO MAINTAIN THE MINIMUM DESCENT ALTITUDE (MDA). INADEQUATE SURVEILLANCE OF THE OPERATION BY COMPANY/OPERATOR/MANAGEMENT PERSONNEL WAS A RELATED FACTOR.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

### Findings

1. LIGHT CONDITION - DARK NIGHT
  2. WEATHER CONDITION - LOW CEILING
  3. WEATHER CONDITION - FOG
  4. WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS
  5. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
  6. (C) IMPAIRMENT(DRUGS) - PILOT IN COMMAND
  7. (C) FATIGUE - PILOT IN COMMAND
  8. (F) INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
  9. OBJECT - TREE(S)
  10. (C) MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	35, 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>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/09/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	7986 hours (Total, all aircraft), 2643 hours (Total, this make and model), 6236 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 58 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N53CC
<b>Model/Series:</b>	550 550	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	550-400
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	11
<b>Date/Type of Last Inspection:</b>	08/14/1989, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	13300 lbs
<b>Time Since Last Inspection:</b>	88 Hours	<b>Engines:</b>	2 Turbo Fan
<b>Airframe Total Time:</b>	5111 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	JT15D-4
<b>Registered Owner:</b>	GTE SOUTH, INC.	<b>Rated Power:</b>	2500 lbs
<b>Operator:</b>	GTE SOUTH, INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	RDU, 528 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	2152 EDT	Direction from Accident Site:	165°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	Overcast / 500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20° C / 19° C
Precipitation and Obscuration:			
Departure Point:	TAMPA, FL (TPA)	Type of Flight Plan Filed:	IFR
Destination:	ROXBORO, NC (TDF)	Type of Clearance:	IFR
Departure Time:	2024 CDT	Type of Airspace:	Class D

## Airport Information

Airport:	PERSON COUNTY (TDF)	Runway Surface Type:	Asphalt
Airport Elevation:	609 ft	Runway Surface Condition:	Wet
Runway Used:	6	IFR Approach:	ADF/NDB
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	WARREN V WANDEL	Report Date:	05/18/1992
Additional Participating Persons:	R. BISHOP; WINSTON-SALEM, NC		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).