

Brief of Accident (Continued)

CEN12FA421
File No. 31790

07/07/2012

Karnack ,TX

Aircraft Reg No. N987GM

Time (Local): 04:04 CDT

During the VFR flight, the pilot was responsible for remaining in VFR conditions and staying clear of clouds. However, Federal Aviation Administration directives instruct ATC personnel to issue pertinent weather information to pilots, provide guidance to pilots to avoid weather (when requested), and plan ahead and be prepared to suggest alternate routes or altitudes when there are areas of significant weather. The weather advisories and warnings issued to the pilot by ATC were not in compliance with these directives. The delay in providing information to the pilot about the heavy and extreme weather made avoiding the thunderstorm more difficult and contributed to the accident.

Updated at Nov 6 2013 9:12AM

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OCCURRENCES

Maneuvering - Windshear or thunderstorm
Uncontrolled descent - Collision with terr/obj (non-CFIT)

FINDINGS

Environmental issues-Conditions/weather/phenomena-Convective weather-Thunderstorm-Contributed to outcome - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Aircraft-Aircraft structures-Wing structure-Spar (on wing)-Capability exceeded - C
Personnel issues-Task performance-Communication (personnel)-(general)-ATC personnel - F

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:
The pilot's inadvertent flight into thunderstorm activity, which resulted in the loss of airplane control and the subsequent exceedance of the airplane's design limits and in-flight breakup. Contributing to the accident was the failure of air traffic control personnel to use available radar information to provide the pilot with a timely warning that he was about to encounter extreme precipitation and weather along his route of flight or to provide alternative routing to the pilot.