



National Transportation Safety Board Aviation Accident Final Report

Location:	ROCKPORT, TX	Accident Number:	DCA82AA012A
Date & Time:	01/19/1982, 1323 CST	Registration:	N336SA
Aircraft:	SWEARINGEN SA226-T(B)	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

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

Analysis

PRIOR TO THE FAF DURING A VOR/DME APPROACH, THE MERLIN WAS CLEARED TO CHANGE TO THE UNICOM FREQ. THE PLT OF THE MERLIN CONTACTED UNICOM & REQUESTED AN ARPT ADVISORY. THE UNICOM OPERATOR REPLIED THAT THERE WAS A PIREP OF 500 FT OVER THE FIELD WITH 2 MI VISIBILITY BUT "ZILCH" OVER THE WATER. SHORTLY AFTER THIS CONTACT THE PLT OF THE AA5A CALLED ON UNICOM TURNING FINAL. THE PLT OF THE AA5A WAS GIVEN THE SAME ADVISORY AS GIVEN TO THE MERLIN & FURTHER ADVISED THAT ANOTHER ACFT WAS INBOUND FOR RWY 14. THE ACFT COLLIDED LESS THAN 1 MI NW OF THE APPROACH END OF RWY 14. AIM 157 RECOMMENDS THAT VFR INBOUND FLTS BROADCAST ENTERING DOWNWIND & FINAL. AIM 363(C) RECOMMENDS THAT, WHEN MAKING AN IFR APPROACH TO AN ARPT NOT SERVED BY A TOWER OR FSS & AFTER ATC ADVISES TO CHANGE TO ADVISORY FREQ, TO BROADCAST INTENTIONS, INCLUDING TYPE APPROACH, POSITION & WHEN OVER FAF INBOUND.

Probable Cause and Findings

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

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: CIRCLING (IFR)

Findings

1. (F) CONTROL TOWER - UNAVAILABLE
2. (F) RADAR, APPROACH/DEPARTURE - UNAVAILABLE
3. (F) WEATHER CONDITION - LOW CEILING
4. (F) WEATHER CONDITION - FOG
5. (F) AIR/GROUND COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND
6. (F) AIR/GROUND COMMUNICATIONS - INADEQUATE - PILOT OF OTHER AIRCRAFT
7. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
8. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	33, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/17/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3800 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SWEARINGEN	Registration:	N336SA
Model/Series:	SA226-T(B) SA226-T(B)	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	T356
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	AIRESEARCH
ELT:	Installed	Engine Model/Series:	TPE 331-10A
Registered Owner:	BAKER MARINE CONSTRUCTION CORP	Rated Power:	900 hp
Operator:	BAKER MARINE CONSTRUCTION CORP	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RKP, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1321	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Overcast / 500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	/ 0°C
Precipitation and Obscuration:			
Departure Point:	CORPUS CHRISTI, TX (CRP)	Type of Flight Plan Filed:	IFR
Destination:	OXFORD, NE (56V)	Type of Clearance:	None
Departure Time:	0139	Type of Airspace:	

Airport Information

Airport:	ARANSAS COUNTY AIRPORT (RKP)	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	14	IFR Approach:	Circling; VOR/DME
Runway Length/Width:	5600 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):		Report Date:	01/19/1983
Additional Participating Persons:			
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).