



National Transportation Safety Board Aviation Accident Final Report

Location:	NACOGDOCHES, TX	Accident Number:	FTW83FA431
Date & Time:	09/18/1983, 1955 CDT	Registration:	N111QL
Aircraft:	Rockwell 690A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

AFTER TRANSPORTING PASSENGERS FROM LONGVIEW, TX TO OKLAHOMA CITY, OK & RETURN TO LONGVIEW, THE ACFT WAS REFUELED FOR A FLT BACK TO NACOGDOCHES, TX, WHERE THE ACFT WAS BASED. ABOUT 12 MIN AFTER TAKEOFF, THE PLT WAS CLEARED FOR AN NDB APCH TO NACOGDOCHES & INSTRUCTED TO CONTACT THE LUFKIN FSS FOR WX & CURRENT ALTIMETER SETTING. DURING THE NDB APCH, THE ACFT COLLIDED WITH TREES, CRASHED & BURNED. AN INVESTIGATION REVEALED NO EVIDENCE OF EITHER AN ENG OR AIRFRAME FAILURE OR MALFUNCTION. INITIAL IMPACT OCCURRED WITH TREES ABOUT 700 YDS EAST OF THE NDB SITE. INITIALLY, TREES WERE CUT IN AN UPSLOPING MANNER WHERE THE TERRAIN SLOPED UPWARDS. ELEVATION OF THE CRASH SITE WAS 530 FT MSL. THE MIN DESCENT ALT (MDA) WAS 900 FT MSL. ABOUT 28 MI NORTH, THE 1955 CDT WX AT LUFKIN WAS, IN PART: 3500 FT BROKEN, VISIBILITY 5 MI. HOWEVER, WITNESSES AT NACOGDOCHES REPORTED CONSIDERABLY LOWER CEILINGS, REDUCED VISIBILITY & SOME HILLTOPS OBSCURED BY CLOUDS. A PLT WITNESS REPORTED LIGHT RAIN, FOG IN THE TREETOPS. REPORTEDLY, THE ARPT WAS BELOW MINS

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

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

Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) LIGHT CONDITION - DUSK
3. (F) WEATHER CONDITION - LOW CEILING
4. (F) WEATHER CONDITION - FOG
5. (F) WEATHER CONDITION - RAIN
6. (F) WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

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

Findings

7. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
8. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
9. (C) MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
10. (F) OBJECT - TREE(S)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

11. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	32, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/01/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3310 hours (Total, all aircraft), 135 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Rockwell	Registration:	N111QL
Model/Series:	690A 690A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	11312
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	07/29/1983, 100 Hour	Certified Max Gross Wt.:	10250 lbs
Time Since Last Inspection:	6 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	3077 Hours	Engine Manufacturer:	AIRESEARCH
ELT:	Installed, not activated	Engine Model/Series:	TPE-331-5-251
Registered Owner:	SAM W. RANKIN	Rated Power:	718 hp
Operator:	SAM W. RANKIN	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	LFK, 290 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	1955 CDT	Direction from Accident Site:	351 °
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140 °	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	23 °C / 22 °C
Precipitation and Obscuration:			
Departure Point:	LONGVIEW, TX (GGG)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1932 CDT	Type of Airspace:	

Airport Information

Airport:	EAST TEXAS REGIONAL (OCH)	Runway Surface Type:	Asphalt
Airport Elevation:	372 ft	Runway Surface Condition:	Wet
Runway Used:	15	IFR Approach:	ADF/NDB
Runway Length/Width:	3600 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WARREN WANDEL	Report Date:	
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/ .		

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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](#).