



National Transportation Safety Board Aviation Accident Final Report

Location:	CADILLAC, MI	Accident Number:	CHI86FA007
Date & Time:	10/09/1985, 2050 EDT	Registration:	N254PW
Aircraft:	GULFSTREAM 690A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE ACFT WAS CLEARED FOR AN NDB APPROACH TO CADILLAC. THE WKWAS 300 FT OVCST, 1 MILE VIS. SHORTLY AFTER CANCELLING IFR THE ACFT CRASHED ON THE OPPOSITE SIDE OF THE ARPT FROM THE APPROACH END OF THE RWY. THE PILOT ACTIVATED RWY LIGHTS WERE NEVER TURNED ON DURING THE APPROACH. IT WAS A NEWLY COMMISSIONED SYSTEM NOT YET ON APPROACH PLATES. THEY WERE ON A NOTAM. AN NTAP REVEALED THAT THE ACFT WAS FOLLOWING THE RNAV FINAL APPROACH COURSE RATHER THAN THE NDB FINAL APPROACH COURSE. IN ADDITION, A LIGHTED CHRISTMAS TREE FARM WAS LOCATED ADJACENT TO THE AIRPORT. LASTLY, NO EVIDENCE OF MECHANICAL MALFUNCTION COULD BE FOUND IN THE WRECKAGE.

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: MANEUVERING

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. (F) WEATHER CONDITION - RAIN
5. (C) NOTAMS - NOT OBTAINED - PILOT IN COMMAND
6. (F) PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
7. (F) LIGHT CONDITION - DARK NIGHT
8. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. (F) COMPLACENCY - PILOT IN COMMAND
10. (F) AIRPORT FACILITIES,RUNWAY END IDENT LIGHTS(REIL) - NOT OPERATING
11. (C) MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
12. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
13. (F) AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - NOT OPERATING
14. (F) OBJECT - TREE(S)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

15. (F) REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	39, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/27/1984
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	5762 hours (Total, all aircraft), 87 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GULFSTREAM	Registration:	N254PW
Model/Series:	690A 690A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	11275
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	09/28/1985, AAIP	Certified Max Gross Wt.:	9000 lbs
Time Since Last Inspection:	20 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	6678 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE331-5-252K
Registered Owner:		Rated Power:	715 hp
Operator:	THOMAS WILES	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	NATIONAL FLIGHT SERVICES, INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	1 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	8° C
Precipitation and Obscuration:			
Departure Point:	TOLEDO, OH (TOL)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	
Departure Time:	1858 EDT	Type of Airspace:	Class G

Airport Information

Airport:	WEXFORD COUNTY (CAD)	Runway Surface Type:	Asphalt
Airport Elevation:	1307 ft	Runway Surface Condition:	Wet
Runway Used:	25	IFR Approach:	
Runway Length/Width:	4542 ft / 100 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROBERT BENZON	Report Date:	
Additional Participating Persons:	N. GARY; GRAND RAPIDS, MI R. NAUARRO; GRAND RAPIDS, MI		
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](#).