



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	UNCERTAIN, TX	<b>Accident Number:</b>	FTW90FA005
<b>Date &amp; Time:</b>	10/06/1989, 2205 CDT	<b>Registration:</b>	N208W
<b>Aircraft:</b>	CESSNA 208	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	5 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE ACFT TOOK OFF AT NGT FROM A PVT/UNLIGHTED STRIP WITH A PROFESSIONAL (ATP) PLT & THE NON-INSTRUMENT RATED OWNER/PLT AT THE CONTROLS. AFTER TAKEOFF, THE ACFT ENTERED A SLIGHT LEFT TURN. SUBSEQUENTLY, IT HIT THE TOP OF A TALL PINE TREE, ABOUT 80 FT AGL & 202 FT LEFT OF THE RWY CENTERLINE. THE ACFT THEN CRASHED INTO OTHER TREES AFTER TRAVELING ABOUT AN ADDITIONAL 450 FT. NO PREIMPACT MECHANICAL PROBLEM WAS FOUND DURING THE INVESTIGATION. THE INVESTIGATION DID NOT DETERMINE WHICH PLT WAS ACTUALLY FLYING THE ACFT. TOXICOLOGY CHECKS SHOWED THE OWNER HAD A BLOOD/ALCOHOL LEVEL OF 0.041% (41 MG/DL) & A URINE/ALCOHOL LEVEL OF 0.012% (12 MG/DL). TOXICOLOGY CHECKS OF THE PROFESSIONAL PLT'S BLOOD & URINE WERE NEGATIVE FOR ALCOHOL.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER PLANNING/DECISION BY THE PILOT-IN-COMMAND, AND FAILURE OF THE AIRCREW TO MAINTAIN RUNWAY ALIGNMENT AND CLEARANCE FROM THE HIGH OBSTRUCTIONS (TREES) BESIDE THE RUNWAY. RELATED FACTORS WERE: WEATHER CONDITIONS, DARK NIGHT, LACK OF RUNWAY EDGE LIGHTS, LACK OF VISUAL PERCEPTION BY THE PILOT(S), AND TREES BESIDE THE RUNWAY.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - FOG
3. (F) LIGHT CONDITION - DARK NIGHT
4. (F) AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
5. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
7. (C) PROPER ALIGNMENT - NOT MAINTAINED
8. (F) OBJECT - TREE(S)
9. (C) CLEARANCE - NOT MAINTAINED

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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; Commercial	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	12/20/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6200 hours (Total, all aircraft), 300 hours (Total, this make and model), 125 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N208W
<b>Model/Series:</b>	208 208	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	20800115
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	08/11/1989, 100 Hour	<b>Certified Max Gross Wt.:</b>	9000 lbs
<b>Time Since Last Inspection:</b>	84 Hours	<b>Engines:</b>	1 Turbo Prop
<b>Airframe Total Time:</b>	980 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	PT6A-114
<b>Registered Owner:</b>	WINCHESTER AIR, INC.	<b>Rated Power:</b>	600 hp
<b>Operator:</b>	WINCHESTER AIR, 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:	SHV, 179 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	2151 CDT	Direction from Accident Site:	130°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	6 Miles
Lowest Ceiling:	Broken / 500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23° C / 23° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	DESTIN, FL (81J)	Type of Clearance:	
Departure Time:	2205 CDT	Type of Airspace:	Class G

## Airport Information

Airport:	VAUGHAN'S	Runway Surface Type:	Asphalt
Airport Elevation:	320 ft	Runway Surface Condition:	
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	5000 ft / 50 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	5 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	EUGENE E ROTH	Report Date:	09/30/1991
Additional Participating Persons:	SANDRA R GARCIA; WICHITA, KS TED SHURACK; DALLAS, TX		
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:pubinquiry@ntsb.gov">pubinquiry@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](#).