



National Transportation Safety Board Aviation Accident Final Report

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| Location: | SCHUYLER FALLS, NY | Accident Number: | NYC90FA060 |
| Date & Time: | 01/29/1990, 2033 EST | Registration: | N854FE |
| Aircraft: | CESSNA 208B | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 1 Fatal |
| Flight Conducted Under: | Part 135: Air Taxi & Commuter - Non-scheduled | | |

Analysis

THE CESSNA 208B MADE A TAKEOFF WITH LIGHT WET SNOW FALLING, AT NIGHT. THE AIRPLANE REACHED AN ALTITUDE OF 700 FT AGL PRIOR TO MAKING A STEEP DESCENT, STRIKING TREES AND IMPACTING INVERTED. RADAR DATA SHOWED THE AIRCRAFT LIFT OFF POINT AND INITIAL CLIMB RATE APPROACHED THAT SHOWN IN THE FLIGHT MANUAL FOR SHORT FIELD TECHNIQUE. TWO OTHER CESSNA 208'S PRECEDED THE ACCIDENT AIRCRAFT FROM THE SAME AIRPORT, ONE 13 MINUTES PRIOR AND THE OTHER 3 MINUTES PRIOR. RADAR DATA SHOWED THEY CLIMBED AT A SLOWER RATE. THE ACCIDENT AIRPLANE HAD COME FROM A HANGAR AND WAS NOT DEICED PRIOR TO DEPARTURE. A PILOT FLYING A IDENTICAL AIRPLANE WITH A SIMILAR LOAD COMMENTED THAT HIS CLIMB RATE WAS LOWER THAN NORMAL. ANOTHER PILOT COMMENTED THAT THIS WAS THE FIRST WET SNOW OF THE YEAR AND IT WAS STICKING TO HIS ENGINE COWLING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF CONTROL INFLIGHT AFTER THE AIRPLANE STALLED DURING CLIMBOUT. THE STALL RESULTED FROM A LOSS OF LIFT DUE TO A CONTAMINATED WING SURFACE. CONTRIBUTING TO THE ACCIDENT WAS THE FAILURE OF THE PILOT TO DE-ICE THE AIRCRAFT PRIOR TO DEPARTURE.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. WEATHER CONDITION - SNOW
2. (F) WEATHER EVALUATION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. (F) ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT
6. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. WING,SKIN - CONTAMINATION
8. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

9. OBJECT - TREE(S)

Factual Information

Pilot Information

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|----------------------------------|---|--|----------------------------|
| Certificate: | Commercial | Age: | 46, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | Yes |
| Medical Certification: | Class 2 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 03/15/1989 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 4999 hours (Total, all aircraft), 1482 hours (Total, this make and model), 4823 hours (Pilot In Command, all aircraft), 125 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|--------------------------|
| Aircraft Make: | CESSNA | Registration: | N854FE |
| Model/Series: | 208B 208B | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 208B0172 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | 11/21/1989, 100 Hour | Certified Max Gross Wt.: | 8750 lbs |
| Time Since Last Inspection: | 91 Hours | Engines: | 1 Turbo Prop |
| Airframe Total Time: | 390 Hours | Engine Manufacturer: | P&W |
| ELT: | Installed, activated, aided in locating accident | Engine Model/Series: | PT6A-114 |
| Registered Owner: | FEDERAL EXPRESS CORP. | Rated Power: | 600 hp |
| Operator: | E. W. WIGGINS AIRWAYS, INC. | Operating Certificate(s) Held: | On-demand Air Taxi (135) |
| Operator Does Business As: | WIGGINS AIRWAYS | Operator Designator Code: | AXSA |

Meteorological Information and Flight Plan

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|----------------------------------|-----------------------|---|------------------|
| Conditions at Accident Site: | Instrument Conditions | Condition of Light: | Night/Dark |
| Observation Facility, Elevation: | PLB, 371 ft msl | Distance from Accident Site: | 2 Nautical Miles |
| Observation Time: | 1830 EST | Direction from Accident Site: | 10° |
| Lowest Cloud Condition: | Unknown / 0 ft agl | Visibility | 0 Miles |
| Lowest Ceiling: | Obscured / 300 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 7 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 90° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | -2° C / -4° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | PLATTSBURGH, NY (PLB) | Type of Flight Plan Filed: | IFR |
| Destination: | SYRACUSE, NY (SYR) | Type of Clearance: | Special VFR |
| Departure Time: | 2031 EST | Type of Airspace: | Class E |

Airport Information

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|----------------------|----------------------|---------------------------|------|
| Airport: | CLINTON COUNTY (PLB) | Runway Surface Type: | |
| Airport Elevation: | 371 ft | Runway Surface Condition: | |
| Runway Used: | 19 | IFR Approach: | None |
| Runway Length/Width: | 5000 ft / 100 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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

Administrative Information

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|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | ROBERT L HANCOCK | Report Date: | 11/09/1992 |
| Additional Participating Persons: | RAY DARLING; ALBANY, NY GARY CHEATUM; WICHITA, KS CHRISTIAN VIELLEUSE; MONTREAL, CD PHILLIP DOUGLAS; NORWOOD, MA | | |
| 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](#).