



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Brackettville, TX	<b>Accident Number:</b>	DFW07CA038
<b>Date &amp; Time:</b>	12/15/2006, 2111 CST	<b>Registration:</b>	N642CB
<b>Aircraft:</b>	Cessna 421	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The 7,660-hour airline transport rated pilot lost control of the twin-engine airplane while attempting to abort the landing. Dark night conditions prevailed for the attempted landing on runway 18. Runway 18 was reported to be 5,280-feet long, by 50 feet wide. The asphalt runway was reported to be dry and in good condition at the time of the accident. The pilot stated in the accident report (NTSB form 6120.1/2) that "I saw the one row of lights on short final and my mind played a trick on me. I had the thought that I was off-course and that those lights were houses." The pilot delayed making the decision to execute a go-around and by the time he added power the airplane had touched down in the "turnaround" area to the right of the approach end of runway 18. During the inadvertent touchdown the airplane rolled to the left and the left propeller struck the ground, resulting in damage to the left engine. The pilot added that he elected to retard the right engine to avoid losing control of the airplane and the airplane impacted the ground to the left of the runway. The airplane came to rest in an area of small bushes and mesquite trees. The pilot was able to egress the airplane unassisted through the main cabin door, and was not injured. A post-impact fire developed and consumed the airplane. The pilot reported that he was familiar with the airport and had operated several airplanes in and out of that location. Weather reported at Del Rio International Airport, located approximately 11 miles north of the accident site, was clear skies, 3 miles visibility, with winds from 150 degrees at 5 knots, temperature of 70 degrees Fahrenheit, and an altimeter setting of 29.95 inches of Mercury. The pilot added that he was not aware that the first 5 or 6 runway lights on the left side of the runway (at the approach end) were out of service when he initiated the night landing approach.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain proper runway alignment on final approach and his delayed decision to execute a go-around. Factors were the dark night conditions and the inoperative runway edge lights.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) LIGHT CONDITION - DARK NIGHT
3. (F) AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - INOPERATIVE

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: GO-AROUND (VFR)

Findings

4. (C) PLANNING/DECISION - DELAYED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	08/01/2006
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	03/01/2006
<b>Flight Time:</b>	7660 hours (Total, all aircraft), 200 hours (Total, this make and model), 6700 hours (Pilot In Command, all aircraft), 183 hours (Last 90 days, all aircraft), 77 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N642CB
<b>Model/Series:</b>	421	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1770-0010
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	7250 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520
<b>Registered Owner:</b>	Pescara Homes LLC	<b>Rated Power:</b>	374 hp
<b>Operator:</b>	Thomas Westberry	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	KDRT	Distance from Accident Site:	11 Nautical Miles
Observation Time:	2045 CST	Direction from Accident Site:	308°
Lowest Cloud Condition:	Clear	Visibility	3 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	21 °C / 18 °C
Precipitation and Obscuration:			
Departure Point:	Forth Worth, TX (KFTW)	Type of Flight Plan Filed:	None
Destination:	Brackettville, TX (2TX3)	Type of Clearance:	Traffic Advisory; VFR Flight Following
Departure Time:	1900 CST	Type of Airspace:	

## Airport Information

Airport:	La Fonda Ranch Airport (2TX3)	Runway Surface Type:	Asphalt
Airport Elevation:	1020 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	5280 ft / 50 ft	VFR Approach/Landing:	Precautionary Landing

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	29.216667, -100.616667

## Administrative Information

Investigator In Charge (IIC):	Hector R Casanova	Report Date:	03/26/2007
Additional Participating Persons:	Faye S Makarsky; San Antonio, Texas; San Antonio, TX		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsb.gov/pubdms/">http://dms.ntsb.gov/pubdms/</a> .		

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