



National Transportation Safety Board Aviation Accident Final Report

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| Location: | MCGREGOR, TX | Accident Number: | FTW95LA115 |
| Date & Time: | 02/14/1995, 0108 CST | Registration: | N4643G |
| Aircraft: | CESSNA 414 | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 3 Minor, 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

THE PILOT WAS CLEARED FOR THE VOR RUNWAY 17 APPROACH. FIELD ELEVATION AND THE MINIMUM DESCENT ALTITUDE WERE 590 AND 980 FEET RESPECTIVELY. THE MISSED APPROACH POINT WAS 10.4 MILES OUTBOUND FROM THE WACO VOR, WHICH COINCIDED WITH THE RUNWAY THRESHOLD. THE PILOT STATED THAT THE PASSENGER SEATED IN THE RIGHT FRONT SEAT ESTABLISHED VISUAL CONTACT WITH THE AIRPORT. AFTER CONFIRMING THAT THE AIRPORT WAS IN SIGHT AND THE RUNWAY ENVIRONMENT IDENTIFIED, THE PILOT CONTINUED HIS DESCENT TOWARDS THE RUNWAY TO LAND ON RUNWAY 17. THE PILOT FURTHER STATED THAT 'I REALIZED THAT THERE WOULD NOT BE ADEQUATE RUNWAY TO SAFELY LAND, AND INITIATED A RIGHT TURN TO EXECUTE A MISSED APPROACH.' THE RIGHT WING OF THE AIRPLANE IMPACTED THE TOP OF THE TREES. THE FAA INSPECTOR AT THE SCENE REPORTED THAT AFTER IMPACTING THE TREES, THE AIRPLANE CONTINUED THROUGH THE TREES FOR APPROXIMATELY 400 FEET ON A TRACK OF 344 DEGREES PRIOR TO COMING TO REST ON A HEADING OF 230 DEGREES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DELAYED INITIATION OF THE MISSED APPROACH UNTIL WELL BELOW THE MINIMUM DESCENT ALTITUDE AND BEYOND THE PUBLISHED MISSED APPROACH POINT. FACTORS WERE THE DARK NIGHT AND THE LOW CEILING AND VISIBILITY.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: MISSED APPROACH (IFR)

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (C) MISSED APPROACH - DELAYED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - FOG
4. (F) LIGHT CONDITION - DARK NIGHT
5. OBJECT - TREE(S)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On February 14, 1995, at 0108 central standard time, a Cessna 414, N4643G, was destroyed upon impact with trees and terrain while on an instrument approach to the McGregor Airport, near McGregor, Texas. The instrument rated private pilot was not injured, while his three passengers sustained minor injuries. Instrument meteorological conditions prevailed throughout the area for the personal dark night cross country flight.

According to air traffic control (ATC), the pilot filed an instrument flight rules (IFR) flight plan with Cannon Air Force Base, New Mexico, Departure Control while on climbout from the Portales Municipal Airport (Q34), and was issued an IFR clearance to the McGregor Airport (F60). After receiving the weather and altimeter setting for the destination airport, the pilot was cleared for the VOR Runway 17 approach. Field elevation and the minimum descent altitude were 590 and 980 feet respectively. The missed approach point was 10.4 miles outbound from the Waco VOR, which coincided with the runway threshold.

The pilot stated that the passenger seated in the right front seat established visual contact with the airport. After confirming that the airport was in sight and the runway environment identified, the pilot continued his descent towards the runway to land on Runway 17. The pilot further stated that "I realized that there would not be adequate runway to safely land, and initiated a right turn to execute a missed approach."

The right wing of the airplane impacted the top of the trees. The Federal Aviation Administration (FAA) inspector at the scene reported that after impacting the trees, the airplane continued through the trees for approximately 400 feet on a measured heading of 344 degrees prior to coming to rest on a heading of 230 degrees. The airplane was destroyed by impact and post impact fire; however, the cabin and cockpit area were not compromised.

The 0155 weather observation at F60 was sky partially obscured, 100 feet broken, visibility 1.75 miles in fog and drizzle. The pilot reported 300 feet broken and visibility 1.5 miles.

Pilot Information

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| Certificate: | Private | Age: | 41, 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: | No |
| Medical Certification: | Class 2 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 12/08/1991 |
| Occupational Pilot: | Last Flight Review or Equivalent: | | |
| Flight Time: | 651 hours (Total, all aircraft), 318 hours (Total, this make and model), 603 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|--------------------------|--------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N4643G |
| Model/Series: | 414 414 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 414-0911 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 7 |
| Date/Type of Last Inspection: | 11/16/1994, Annual | Certified Max Gross Wt.: | 6500 lbs |
| Time Since Last Inspection: | 31 Hours | Engines: | 2 Reciprocating |
| Airframe Total Time: | 4083 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed | Engine Model/Series: | TSIO-520-NB |
| Registered Owner: | HERMANN, SCOTTY R., M.D. | Rated Power: | 335 hp |
| Operator: | HERMANN, SCOTTY R., M.D. | Operating Certificate(s) Held: | None |
| Operator Does Business As: | TIGER AVIATION | Operator Designator Code: | |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Instrument Conditions | Condition of Light: | Night/Dark |
| Observation Facility, Elevation: | F60, 590 ft msl | Distance from Accident Site: | 1 Nautical Miles |
| Observation Time: | 0155 CST | Direction from Accident Site: | 180° |
| Lowest Cloud Condition: | Partial Obscuration / 100 ft agl | Visibility | 1.75 Miles |
| Lowest Ceiling: | Broken / 100 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 5 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 70° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 2° C / 1° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | PORTALES, NM (Q34) | Type of Flight Plan Filed: | IFR |
| Destination: | | Type of Clearance: | IFR |
| Departure Time: | 2336 MST | Type of Airspace: | Class E |

Airport Information

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|----------------------|--------------------------|---------------------------|---------|
| Airport: | MCGREGOR MUNICIPAL (F60) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 590 ft | Runway Surface Condition: | Wet |
| Runway Used: | 17 | IFR Approach: | VOR/DME |
| Runway Length/Width: | 5499 ft / 75 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|---------------------|-----------------|----------------------|-----------|
| Crew Injuries: | 1 None | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 3 Minor | Aircraft Fire: | On-Ground |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 3 Minor, 1 None | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|------------|
| Investigator In Charge (IIC): | HECTOR R CASANOVA | Report Date: | 06/29/1995 |
| Additional Participating Persons: | KENNETH D ROBINSON; FORT WORTH, 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 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](#).