



National Transportation Safety Board Aviation Accident Final Report

Location:	TOMBALL, TX	Accident Number:	FTW87FA032
Date & Time:	12/18/1986, 0621 CST	Registration:	N8CD
Aircraft:	CESSNA 340A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE PILOT TOOK OFF IN FOG AND LIGHT RAIN AND CLIMBED INTO CLOUDS AT ABOUT 300-400 FEET ABOVE THE GROUND WHILE BOTH LANDING LIGHTS WERE EXTENDED AND ILLUMINATED. ALSO THE AIRPORT'S ROTATING BEACON (LOCATED ABOUT A MILE FROM THE ACCIDENT SITE) WAS FLASHING ON THE CLOUDS ACCORDING TO A GROUND WITNESS. JUST AFTER ENTERING THE CLOUDS THE PILOT WAS ISSUED A LEFT TURN FROM HIS PRESENT HEADING OF 350 DEGREES TO A HEADING OF 270 DEGREES AND TOLD TO CONTACT DEPARTURE CONTROL. HE DID NOT MAKE THIS CONTACT AND HE CONTINUED THE LEFT TURN (NOW DESCENDING) TO A HEADING OF 210 DEGREES AT WHICH TIME THE AIRCRAFT COLLIDED WITH TREES AND A LARGE ELECTRICAL TRANSMISSION LINE AND THEN THE GROUND. THE ENGINES WERE OPERATING AT A HIGH POWER SETTING AT THE TIME OF IMPACT. ALL BROKEN FLIGHT CONTROL CABLES REVEALED EVIDENCE OF OVERSTRESS SEPARATION. NO EVIDENCE OF PREIMPACT MECHANICAL FAILURE OR MALFUNCTION WAS FOUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) EQUIPMENT, OTHER - IMPROPER USE OF - PILOT IN COMMAND
3. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
5. (F) LIGHT CONDITION - DARK NIGHT
6. (F) WEATHER CONDITION - FOG
7. (F) WEATHER CONDITION - RAIN

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - UNCONTROLLED

Findings

8. (F) OBJECT - WIRE, TRANSMISSION(MARKED)
9. (F) OBJECT - TREE(S)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #4: FIRE

Phase of Operation: OTHER

Factual Information

Pilot Information

Certificate:	Commercial	Age:	42, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/30/1985
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	2450 hours (Total, all aircraft), 200 hours (Total, this make and model), 50 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8CD
Model/Series:	340A 340A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	340A0727
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	11/19/1986, Annual	Certified Max Gross Wt.:	5990 lbs
Time Since Last Inspection:	6 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2070 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-NB
Registered Owner:	DECKS OF HOUSTON, INC.	Rated Power:	310 hp
Operator:	DECKS OF HOUSTON, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	DWH, 150 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0620 CST	Direction from Accident Site:	90°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	Overcast / 400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13° C / 12° C
Precipitation and Obscuration:			
Departure Point:	TOMBALL, TX (DWH)	Type of Flight Plan Filed:	IFR
Destination:	TULSA, OK (RVS)	Type of Clearance:	IFR
Departure Time:	0620 CST	Type of Airspace:	

Airport Information

Airport:	DAVID WAYNE HOOKS MEM. (DWH)	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	J O JOHNSON	Report Date:	
Additional Participating Persons:	PAUL F ALLEN; HOUSTON, 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 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](#).