



National Transportation Safety Board Aviation Accident Final Report

Location:	SAN ANTONIO, TX	Accident Number:	FTW89LA062
Date & Time:	03/03/1989, 0245 CST	Registration:	N5999M
Aircraft:	CESSNA 421B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE AIRPLANE HAD MADE ONE APPROACH, FOLLOWED BY A MISSED APPROACH DURING A DARK NIGHT WITH LOW CEILINGS AND LOW VISIBILITY. DURING THE NEXT APPROACH THE AIRPLANE WAS HIGH ON THE GLIDE SLOPE AND TOUCHED DOWN FAST AND LONG. THE AIRPLANE HIT THE TERRAIN 300 FEET PAST THE END OF THE RUNWAY, HIT A SECOND TIME 115 FEET FURTHER DOWN, THEN FLEW INTO THE ILS LOCALIZER. PART OF THE LEFT WING BURNED. THERE WERE NO INDICATIONS OF AN ATTEMPTED GO-AROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO FOLLOW THE PROPER PROCEDURES/DIRECTIVES BY NOT FOLLOWING THE GLIDESLOPE WHICH RESULTED IN NOT BEING ABLE TO ATTAIN THE PROPER TOUCHDOWN POINT.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - LOW CEILING
3. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - OBSCURATION
5. (C) PROPER GLIDEPATH - NOT FOLLOWED - PILOT IN COMMAND
6. (C) PLANNED APPROACH - NOT FOLLOWED - PILOT IN COMMAND
7. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

8. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

9. (F) OBJECT - APPROACH LIGHT/NAVAID

Factual Information

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Multi-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:	02/29/1988
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	732 hours (Total, all aircraft), 34 hours (Total, this make and model), 587 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5999M
Model/Series:	421B 421B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	0242
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	04/06/1988, Annual	Certified Max Gross Wt.:	7450 lbs
Time Since Last Inspection:	53 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2897 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	GTSIO-520-H
Registered Owner:	OLDENBURG, C.M.	Rated Power:	375 hp
Operator:	OLDENBURG, C.M.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SAT, 809 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0255 CST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 100 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14° C / 14° C
Precipitation and Obscuration:			
Departure Point:	MEMPHIS, TN (MEM)	Type of Flight Plan Filed:	IFR
Destination:	(SAT)	Type of Clearance:	IFR
Departure Time:	2245 CST	Type of Airspace:	Class D

Airport Information

Airport:	SAN ANTONIO INTERNATIONAL (SAT)	Runway Surface Type:	Asphalt
Airport Elevation:	809 ft	Runway Surface Condition:	Wet
Runway Used:	30	IFR Approach:	ILS
Runway Length/Width:	8502 ft / 150 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	EUGENE ROTH	Report Date:	09/28/1990
Additional Participating Persons:	DAVID CUMMINS; SAN ANTONIO, 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.ntsb.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](#).