



National Transportation Safety Board Aviation Accident Final Report

Location:	NACOGDOCHES, TX	Accident Number:	FTW91FA012
Date & Time:	11/08/1990, 1805 CST	Registration:	N23NS
Aircraft:	PIPER 601P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	5 Fatal

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

AT ABT 1744 CST, BFR REACHING HIS DESTN, THE PLT RPRTD THAT DURING THE FLT, HE HAD ENCTR'D HEAD WINDS & HAD ONLY 50 MIN OF FUEL REMAINING. HE WAS PROVIDED PREFERENTIAL HNDLG, BUT ANOTHER FLT WAS ALSO LOW ON FUEL. THE PLT WAS CLRD FOR AN NDBRWY 15 APCH. AT 1756:49, HE ACKNOWLEDGED CLNC FOR THE APCH. AT APRX 1800, UNICOM ADZD THE CURRENT WX WAS: 700' BKN, SKY OBSCD WITH HVY RAIN, WND VARIABLE FM 090 TO 240 DEG AT 24 GSTG 29 KTS. THE PLT DID NOT ACKNOWLEDGE THE WX, EXCEPT TO SAYIN A CALM VOICE, 'I HOPE YOU HAVE YOUR LGTS ON.' THE FBO HEARD SVRL CLICKS ON THE UNICOM (AS IF TO ACTVT THE RWY LGTS), THEN THERE WAS NO FURTHER RDO CTC WITH THE ACFT. THE ACFT HIT TREES & CRASHED ABT 6 MI WNW OF THE ARPT. WITNESSES RPRTD IT WAS AT LOW ALT & HAD REVERSED COURSE BFR CRASHING ON A SOUTHERLY HDG. THE MAIN WRECKAGE CAME TO REST ABT 380' FM THE INITIAL IMPACT POINT WITH TREES. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND. ABT 42 MI SSE AT LUFKIN, THE 1751 CST WX WAS IN PART: 200' OVC, VIS 3/4 MI WITH TSTMS, HVY RW & FOG, WND FM 020 DEG AT 12 KTS. APCH MINS: 600' CIG & 1 MI VIS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO FOLLOW IFR PROCEDURES AND MAINTAIN THE PROPER ALTITUDE. FACTORS RELATED TO THE ACCIDENT WERE: THE ADVERSE WEATHER CONDITIONS, DARK NIGHT, LOW FUEL STATE OF THE AIRCRAFT, AND TREES AT THE ACCIDENT SITE.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: APPROACH

Findings

1. (F) FLUID,FUEL - LOW LEVEL
2. (F) LIGHT CONDITION - DARK NIGHT
3. (F) WEATHER CONDITION - LOW CEILING
4. (F) WEATHER CONDITION - FOG
5. (F) WEATHER CONDITION - RAIN
6. (F) WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

7. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
8. (F) OBJECT - TREE(S)
9. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
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 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/10/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3500 hours (Total, all aircraft), 3200 hours (Total, this make and model), 2900 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N23NS
Model/Series:	601P 601P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	61P085481634
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5363 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	IO-540
Registered Owner:		Rated Power:	290 hp
Operator:	G.T. CONTRACTORS 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:	LFK, 290 ft msl	Distance from Accident Site:	42 Nautical Miles
Observation Time:	1751 CST	Direction from Accident Site:	165°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	9° C / 9° C
Precipitation and Obscuration:			
Departure Point:	CORDELLE, GA (02J)	Type of Flight Plan Filed:	VFR/IFR
Destination:	(OCH)	Type of Clearance:	IFR
Departure Time:	1502 CST	Type of Airspace:	

Airport Information

Airport:	A.L.MANGHAM, JR RGNL (OCH)	Runway Surface Type:	Asphalt
Airport Elevation:	355 ft	Runway Surface Condition:	Wet
Runway Used:	15	IFR Approach:	ADF/NDB
Runway Length/Width:	3809 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	4 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	5 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	MATTHEW ELLIS	Report Date:	06/19/1991
Additional Participating Persons:			
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](#).