



National Transportation Safety Board Aviation Accident Final Report

Location:	FORT MYERS, FL	Accident Number:	MIA90FA022
Date & Time:	11/01/1989, 0205 EST	Registration:	N50TR
Aircraft:	PIPER 601P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 1 Serious
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE ACFT DEPD MIAMI AT NGT ON AN ON-DEMAND, AIR TAXI FLT TO FT MYERS, FL. DURING ARRIVAL AT THE DESTN, THE FLT ENCTRD IFR CONDS. THE PLT OBTAINED CLNC FOR AN ILS RWY 6 APCH & WAS TOLD TO RPRT AT THE OUTER MARKER (OM). AT 0152:25 EST, HE RPRTD TO MIAMI CENTER THAT HE WAS OVER THE OM. THIS WAS HIS LAST TRANSMISSION TO AN ATC FACILITY. AT ABOUT 0203 EST, HE MADE A TRANSMISSION ON UNICOM FREQ TO INFORM ARPT OPNS PSNL THAT HE COULD NOT GET THE APCH LIGHTS TO OPERATE. HE WAS ASKED IF HE HAD USED THE PROPER FREQ & HAD KEYED THE MIKE THE REQUIRED NUMBER OF TIMES. THE PLT INDCD THAT HE HAD PROPERLY KEYED THE MIKE; HOWEVER, UNICOM PSNL DID NOT HEAR ANY KEYING OF THE MIKE EXCEPT FOR 2 CLICKS. THE ACFT CTCD THE GND IN A NRLY LEVEL ATTITUDE & WITH THE GEAR EXTENDED, APRX 1.5 MI SHORT OF RWY 6. IT THEN SKIDDED ABOUT 90 FT & HIT A TREE BEFORE COMING TO REST. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND WITH THE ACFT, ENG OR APCH/RWY LIGHTS. THE 0149 EST WX AT FT MYERS WAS IN PART: SKY OBSCURED, VIS 1/4 MI WITH FOG.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO PROPERLY FOLLOW THE IFR PROCEDURE AND TO IDENTIFY THE DECISION HEIGHT. FACTORS RELATED TO THE ACCIDENT WERE: THE ADVERSE WEATHER CONDITIONS, DARKNESS, THE PILOT'S LACK OF VISUAL PERCEPTION WITHOUT THE APPROACH LIGHTS, AND TREE(S) IN THE ACCIDENT AREA.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - FOG
3. (F) WEATHER CONDITION - OBSCURATION
4. (F) LIGHT CONDITION - DARK NIGHT
5. AIRPORT FACILITIES, INSTRUMENT APPROACH LIGHTS - NOT OPERATING
6. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
7. (C) DECISION HEIGHT - NOT IDENTIFIED - PILOT IN COMMAND
8. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: OTHER

Findings

9. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	36, 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:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/28/1989
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1400 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N50TR
Model/Series:	601P 601P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	61P0382225
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	06/20/1989, 100 Hour	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	67 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1881 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-540-S1A5
Registered Owner:	TRANSCONTINENTAL AVIATION	Rated Power:	290 hp
Operator:	TRANSCONTINENTAL AVIATION	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	JXLA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	KRSW, 31 ft msl	Distance from Accident Site:	125 Nautical Miles
Observation Time:	0149 EST	Direction from Accident Site:	56°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19° C / 19° C
Precipitation and Obscuration:			
Departure Point:	MIAMI, FL (KMIA)	Type of Flight Plan Filed:	None
Destination:	(KRSW)	Type of Clearance:	IFR
Departure Time:	0108 EST	Type of Airspace:	Class D; Class E

Airport Information

Airport:	SOUTHWEST FLORIDA RGNL (RSW)	Runway Surface Type:	Asphalt
Airport Elevation:	31 ft	Runway Surface Condition:	Wet
Runway Used:	6	IFR Approach:	Localizer Only
Runway Length/Width:	8400 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	RONALD J MEYER	Report Date:	09/05/1991
Additional Participating Persons:	DAN GALLAGHER; PIQUA, OH TIM HARDEE; VERO BEACH, FL GREGORY ERIKSON; CHICAGO, IL		
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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