



National Transportation Safety Board Aviation Accident Final Report

Location:	KONAWA, OK	Accident Number:	FTW92FA169
Date & Time:	06/25/1992, 0833 CDT	Registration:	N690JC
Aircraft:	Rockwell 690B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Analysis

AS THE AIRPLANE WAS DEVIATING AROUND LOW INTENSITY WEATHER RETURNS, AND PASSING THROUGH 20,500 FT DURING CLIMB OUT, IT DEPARTED CONTROLLED FLIGHT AND ENTERED A RIGHT SPIRAL. DESCENT RATES EXCEEDED 16,600 FPM DURING THE DESCENT FROM 18,300 FT TO 3,900 FT AND THEN SLOWED. WITNESSES STATED THEY SAW THE AIRPLANE DESCEND FROM THE CLOUDS IN A RIGHT FLAP SPIN. THE EMPENNAGE HAD SEPARATED FROM THE AIRPLANE IN PIECES. PIECES OF THE WRECKAGE WERE FOUND UP TO 1.5 MI FROM THE PRIMARY IMPACT POINT. BOTH WINGS REMAINED ATTACHED. THE RIGHT ENGINE WAS FLAMED OUT, AND THE PROP WAS FEATHERED AT IMPACT. NO MECHANICAL REASON FOR THE FLAMEOUT COULD BE DETERMINED. AT NO TIME DID THE PILOT INDICATE HE WAS HAVING DIFFICULTIES. THE NTSB WEATHER STUDY INDICATED THAT MODERATE TURBULENCE WAS PRESENT IN THE AREA. THE PILOT'S TOXICOLOGY TESTS FOUND 0.151 UG/ML OF CHLORPHENIRAMINE IN THE BLOOD; NORMAL THERAPEUTIC CONCENTRATION IS 0.01 TO 0.04. EFFECTS OF OVERDOSAGE INCLUDE SEDATION, DIMINISHED MENTAL ALERTNESS, AND CARDIOVASCULAR COLLAPSE TO STIMULATION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN CONTROL OF THE AIRPLANE WHICH RESULTED IN AN INADVERTENT SPIRAL AND SUBSEQUENT RAPID DESCENT. THE DESIGN STRESS LIMITS OF THE AIRFRAME WERE EXCEEDED RESULTING IN AN OVERLOAD FAILURE OF THE EMPENNAGE. FACTORS RELATED TO THE ACCIDENT WERE: TURBULENCE AND THE PILOT'S PHYSICAL IMPAIRMENT DUE TO DRUGS.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CLIMB - TO CRUISE

Findings

1. (F) WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) IMPAIRMENT(DRUGS) - PILOT IN COMMAND
4. SPIRAL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: LOSS OF ENGINE POWER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. 1 ENGINE
6. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #3: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED
8. STABILIZER - OVERLOAD
9. STABILIZER - SEPARATION
10. FLT CONTROL SYST, RUDDER - OVERLOAD
11. FLT CONTROL SYST, RUDDER - SEPARATION

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial; Military	Age:	65, 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):	Airplane Multi-engine; Airplane Single-engine; Helicopter; Instrument Airplane; Instrument Helicopter	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/04/1992
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	8857 hours (Total, all aircraft), 98 hours (Total, this make and model), 8486 hours (Pilot In Command, all aircraft), 77 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Rockwell	Registration:	N690JC
Model/Series:	690B 690B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	11479
Landing Gear Type:	Retractable - Tricycle	Seats:	11
Date/Type of Last Inspection:	03/27/1992, 100 Hour	Certified Max Gross Wt.:	10250 lbs
Time Since Last Inspection:	28 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	3355 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TPE-331-5-251
Registered Owner:	PRIME INC.	Rated Power:	717 hp
Operator:	AIRCRAFT SALES INTERNATIONAL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ADM, 762 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	0852 CDT	Direction from Accident Site:	200°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	0 Miles
Lowest Ceiling:	Broken / 3400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21 ° C
Precipitation and Obscuration:			
Departure Point:	NORMAN, OK (OUN)	Type of Flight Plan Filed:	IFR
Destination:	FT. LAUDERDALE, FL (FLL)	Type of Clearance:	IFR
Departure Time:	0813 CDT	Type of Airspace:	Class A; Class E

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):	Warren V Wandel	Report Date:	01/04/1994
Additional Participating Persons:	DON COOK; OKLAHOMA CITY, OK		
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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