



National Transportation Safety Board Aviation Accident Final Report

Location:	HOUSTON, TX	Accident Number:	FTW89FA012
Date & Time:	11/02/1988, 0302 CST	Registration:	N60819
Aircraft:	PIPER 601B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE AIRCRAFT COLLIDED WITH POWER LINES AND TREES WHILE ON FINAL APPROACH. THE REPORTED WEATHER IMMEDIATELY FOLLOWING THE ACCIDENT WAS AN INDEFINITE CEILING ZERO, SKY OBSCURED, AND VISIBILITY 1/16 OF A MILE IN FOG. NO PREIMPACT FAILURES OR MALFUNCTIONS OF THE AIRCRAFT WERE FOUND. THE PILOT HAD DIVERTED FROM HIS INTENDED DESTINATION DUE TO FOG.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S DECISION TO FLY THE APPROACH VISUALLY WITH OUTSIDE REFERENCE TO THE LIGHTS AND INADVERTENTLY DESCENDING BELOW THE DECISION HEIGHT OFF THE PROPER GLIDE PATH.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) WEATHER CONDITION - FOG
2. (F) WEATHER CONDITION - OBSCURATION
3. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. (C) DECISION HEIGHT - BELOW - PILOT IN COMMAND
5. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
6. (F) OBJECT - WIRE, TRANSMISSION
7. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	31, 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):	Airplane Multi-engine; Gyroplane; Helicopter	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/06/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2887 hours (Total, all aircraft), 190 hours (Total, this make and model), 2544 hours (Pilot In Command, all aircraft), 218 hours (Last 90 days, all aircraft), 62 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N60819
Model/Series:	601B 601B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	0759-8062149
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	11/01/1988, 100 Hour	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	3 Hours	Engines:	2 Reciprocating
Airframe Total Time:	3202 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-51AS
Registered Owner:	CONROE AVIATIO SERVICE INC	Rated Power:	290 hp
Operator:	CONROE AVIATION SERVICES INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	IAH, 98 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0312 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 0 ft agl	Visibility (RVR):	2200 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11 °C / 11 °C
Precipitation and Obscuration:			
Departure Point:	BATON ROUGE, LA (BTR)	Type of Flight Plan Filed:	IFR
Destination:	CONROE, TX (CXO)	Type of Clearance:	IFR
Departure Time:	0135 CST	Type of Airspace:	Class B

Airport Information

Airport:	HOUSTON INTERCONTINENTAL (IAH)	Runway Surface Type:	Concrete
Airport Elevation:	98 ft	Runway Surface Condition:	Dry
Runway Used:	14L	IFR Approach:	ILS
Runway Length/Width:	12000 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ARMOND V EDWARDS	Report Date:	06/25/1990
Additional Participating Persons:	DONALD LEAZER		
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](#).