



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	AUGUSTA, ME	<b>Accident Number:</b>	NYC89LA189
<b>Date &amp; Time:</b>	08/04/1989, 1830 EDT	<b>Registration:</b>	N94253
<b>Aircraft:</b>	CONVAIR CV-600-240D	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor, 1 None

**Flight Conducted Under:** Part 91: General Aviation - Ferry

---

## Analysis

DIVERTED TO AUGUSTA AFTER ENCOUNTERING DETERIORATING WX. LOST INVERTERS, COMPASS SYSTEM DURING ILS, EXECUTED GO-AROUND. SECOND APPROACH MADE VISUAL TO LANDING. PROPS WOULD NOT ENTER FINE PITCH, BRAKING NOT EFFECTIVE. PLT STEERED AIRPLANE OFF RUNWAY DOWN EMBANKMENT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PROPELLER CONTROL SYSTEM FOR UNDETERMINED REASONS DURING A PRECAUTIONARY LANDING AFTER ENCOUNTERING DETERIORATING WEATHER CONDITIONS DURING A VFR FERRY FLIGHT. CONTRIBUTING FACTOR(S) WAS: THE ADVERSE WEATHER CONDITIONS, INADEQUATE PREFLIGHT, A FAILURE OF THE ELECTRICAL SYSTEM FOR UNKNOWN REASONS, AND THE PILOT'S INTENTIONAL GROUND LOOP.

## Findings

---

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

### Findings

1. (F) WEATHER CONDITION - OBSCURATION
  2. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: APPROACH

### Findings

3. (F) PRECAUTIONARY LANDING - SELECTED - PILOT IN COMMAND
  4. (F) ELECTRICAL SYSTEM - FAILURE, PARTIAL
  5. (F) ELECTRICAL SYSTEM - UNDETERMINED
  6. (F) FLIGHT/NAV INSTRUMENTS, FLUXGATE COMPASS - INOPERATIVE
  7. MISSED APPROACH - PERFORMED - PILOT IN COMMAND
- 

Occurrence #3: OVERRUN

Phase of Operation: LANDING - ROLL

### Findings

8. (C) PROPELLER SYSTEM/ACCESSORIES, REVERSING SYSTEM - FAILURE, TOTAL
  9. (C) PROPELLER SYSTEM/ACCESSORIES, REVERSING SYSTEM - UNDETERMINED
  10. (C) PROPELLER SYSTEM/ACCESSORIES, REVERSING SYSTEM - INOPERATIVE
- 

Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

### Findings

11. (F) GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	03/22/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3100 hours (Total, all aircraft), 800 hours (Total, this make and model), 2350 hours (Pilot In Command, all aircraft), 57 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CONVAIR	<b>Registration:</b>	N94253
<b>Model/Series:</b>	CV-600-240D CV-600-240	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	114
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	41
<b>Date/Type of Last Inspection:</b>	08/03/1989, Unknown	<b>Certified Max Gross Wt.:</b>	46850 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Rolls-Royce
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	RDA-10/IMK542
<b>Registered Owner:</b>	INTERNATIONAL TURBINE SERVICE	<b>Rated Power:</b>	2550 lbs
<b>Operator:</b>	INTERNATIONAL TURBINE SERVICE	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AUG, 352 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1847 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	Overcast / 7000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots / 13 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24° C / 21° C
Precipitation and Obscuration:			
Departure Point:	BANGOR, ME (BGR)	Type of Flight Plan Filed:	None
Destination:	BUFFALO, NY (BUF)	Type of Clearance:	None
Departure Time:	1740 EDT	Type of Airspace:	Class E

## Airport Information

Airport:	AUGUSTA (AUG)	Runway Surface Type:	Asphalt
Airport Elevation:	352 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	Full Stop; Precautionary Landing

## Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ROBERT L HANCOCK	Report Date:	09/30/1991
Additional Participating Persons:	; PORTLAND, ME		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).