



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MT. ZION, IL	<b>Accident Number:</b>	CHI89FA078
<b>Date &amp; Time:</b>	04/26/1989, 2140 CDT	<b>Registration:</b>	N9637F
<b>Aircraft:</b>	CESSNA 208A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

DEPARTED MARION WITHOUT A WX BRIEFING. PLT ADVISED DURING APPROACH THAT LAST PERSON MAKING APPROACH REPORTED MODERATE TO SEVERE TURBULENCE ON FINAL. SUBSEQUENTLY CLEARED TO LAND AND GIVEN WIND 360 AT 30 GUSTING 40. ALSO ADVISED THAT ANOTHER AIRCRAFT REPORTED A 20KT WINDSHEAR ON FINAL. THE PILOT REPORTED THAT WHEN HE HAD DESCENDED TO 1500 FEET MSL, THE AIRCRAFT ENCOUNTERED STRONG TURBULENCE AND THE AIRSPEED WENT FROM STALL TO REDLINE. DESPITE ADJUSTMENT TO FLAPS AND THROTTLE, THE AIRPLANE WAS UNCONTROLLABLE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INTENTIONAL FLIGHT INTO KNOWN ADVERSE WEATHER. CONTRIBUTING FACTORS WERE THE PILOT'S POOR EVALUATION OF THE WEATHER INFORMATION GIVEN HIM BY THE AIR TRAFFIC CONTROLLERS.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

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

### Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. (F) WEATHER CONDITION - THUNDERSTORM
  3. (F) WEATHER CONDITION - RAIN
  4. (F) WEATHER CONDITION - HIGH WIND
  5. (F) WEATHER CONDITION - GUSTS
  6. (F) WEATHER CONDITION - WINDSHEAR
  7. (F) WEATHER CONDITION - DOWNDRAFT
  8. (F) WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

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

### Findings

9. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
  10. (C) AIRCRAFT CONTROL - UNCONTROLLED - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

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

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<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
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/22/1989
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	7100 hours (Total, all aircraft), 800 hours (Total, this make and model), 7000 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9637F
<b>Model/Series:</b>	208A 208A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	20800120
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	03/27/1989, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	8035 lbs
<b>Time Since Last Inspection:</b>	43 Hours	<b>Engines:</b>	1 Turbo Prop
<b>Airframe Total Time:</b>	742 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	PT6A-114
<b>Registered Owner:</b>	CESSNA FINANCE CORPORATION	<b>Rated Power:</b>	600 hp
<b>Operator:</b>	DUPAGE AIRPORT AUTHORITY	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>	PLANEMASTER SERVICES	<b>Operator Designator Code:</b>	DPUA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	DEC, 679 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	2149 CDT	Direction from Accident Site:	355°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Obscured / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	25 knots / 40 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17° C / 15° C
Precipitation and Obscuration:			
Departure Point:	MARION, IL (MWA)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	2050 CDT	Type of Airspace:	Class D; Class E

## Airport Information

Airport:	DECATUR (DEC)	Runway Surface Type:	Asphalt
Airport Elevation:	679 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	VOR/DME
Runway Length/Width:	5300 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	DAY	WATERMAN	Report Date:	01/23/1992
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 <a href="mailto:pubinq@ntsb.gov">pubinq@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> .			

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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](#).