



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WILLISTON, VT	<b>Accident Number:</b>	NYC90FA061
<b>Date &amp; Time:</b>	01/29/1990, 2100 EST	<b>Registration:</b>	N4688B
<b>Aircraft:</b>	CESSNA 208B	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

THE PILOT FAILED TO DEICE THE WINGS PRIOR TO THE TAKEOFF AND OVERLOADED THE AIRPLANE BY 360 LBS STRUCTURALLY AND 1100 LBS FOR FLIGHT IN ICING CONDITIONS. THERE WAS MODERATE SNOW FALLING AT THE TIME OF TAKEOFF. THE TAKEOFF ROLL WAS DESCRIBED AS LONG AND A WITNESS SAW THE WINGS ROCKING FROM SIDE TO SIDE AFTER TAKEOFF. THE AIRPLANE STRUCK TREES ONE MILE OFF THE END OF THE RUNWAY, CRASHED AND BURNED. POST ACCIDENT INVESTIGATION FOUND SNOW CONTAMINATION ON THE TOP OF ONE WING THAT DID NOT BURN AND THE TOP OF THE HORIZONTAL STABILIZERS AND ELEVATORS. NO DISCREPANCIES WERE FOUND WITH THE ENGINE OR AIRFRAME.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO DE-ICE THE AIRPLANE PRIOR TO DEPARTURE, AND HIS DECISION TO MAKE THE TAKEOFF AT A WEIGHT THAT EXCEEDED BOTH THE MAXIMUM STRUCTURAL TAKEOFF WEIGHT AND THE REDUCED TAKEOFF WEIGHT ALLOWED FOR ICING CONDITIONS RESULTING IN AN INADEVERTENT STALL.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - SNOW
4. WING - CONTAMINATION
5. CLIMB - NOT ATTAINED - PILOT IN COMMAND
6. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. (C) STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

8. OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	37, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<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>	Airplane Single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	06/20/1989
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3110 hours (Total, all aircraft), 270 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N4688B
<b>Model/Series:</b>	208B 208B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	208B0169
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	100 Hour	<b>Certified Max Gross Wt.:</b>	8750 lbs
<b>Time Since Last Inspection:</b>	70 Hours	<b>Engines:</b>	1 Turbo Prop
<b>Airframe Total Time:</b>	371 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	PT6A-114
<b>Registered Owner:</b>		<b>Rated Power:</b>	600 hp
<b>Operator:</b>	BUSINESS AIR, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	BQTA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	BTV, 334 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	2107 EST	Direction from Accident Site:	330°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-1° C / -1° C
Precipitation and Obscuration:	Moderate - Snow; Fog		
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	ALBANY, NY (ALB)	Type of Clearance:	IFR
Departure Time:	2058 EST	Type of Airspace:	Class E

## Airport Information

Airport:	BURLINGTON (BTV)	Runway Surface Type:	
Airport Elevation:	334 ft	Runway Surface Condition:	
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	7807 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	CHAUNCEY D TWINE	Report Date:	02/12/1993
Additional Participating Persons:			
Publish Date:	02/01/2016		
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.ntsb.gov/pubdms/">http://dms.ntsb.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](#).