



National Transportation Safety Board Aviation Accident Final Report

Location:	GREENVILLE, ME	Accident Number:	NYC00LA265
Date & Time:	09/23/2000, 1950 EDT	Registration:	N590TA
Aircraft:	Cessna 208B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor

Flight Conducted Under: Part 91: General Aviation - Executive/Corporate

Analysis

According to the pilot, he was conducting a GPS approach during occasional low ceilings, reduced visibility and rain. At the minimum descent altitude, the ground was 'occasionally' visible through fog and rain. Near the missed approach point, the runway lights were visible, so he continued the descent. He lost visual contact with the runway, and began a missed approach, but collided with trees. The accident site was 2 miles prior to the runway, on rising terrain, 200 feet below the runway elevation. The missed approach point was over the approach end of the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper in-flight decision to continue his descent without visual contact with the runway, and his inattention to his altitude, in relation to the airport elevation.

Findings

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

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (C) INATTENTIVE - PILOT IN COMMAND

Factual Information

On September 23, 2000, at 1950 Eastern Daylight Time, a Cessna 208B, N590TA, was substantially damaged when it impacted rising terrain during an instrument approach to Greenville Municipal Airport (3B1), Greenville, Maine. The certificated airline transport pilot received minor injuries. Instrument meteorological conditions prevailed at the time of the accident, and an instrument flight rules flight plan was filed for the flight, between Bangor International Airport (BGR), Bangor, Maine, and Greenville. The corporate flight was conducted under 14 CFR Part 91.

According to the pilot, he was performing a GPS RWY 14 approach to Greenville at the time of the accident. The pilot further stated:

"The area forecast indicated that VFR conditions prevailed with occasional low ceiling and reduced visibility and rain.... At MDA, the ground was visible occasionally through fog and rain. Near MAP, the runway lights were visible and aircraft continued descent. Runway visibility was lost, missed approach procedures instituted. Collision with trees occurred."

The airplane impacted rising terrain about 2 miles prior to the runway, at an elevation of approximately 1,200 feet. The airport elevation was 1,400 feet, and according to the GPS RWY 14 approach procedure, the minimum descent altitude was 2,300 feet. The missed approach point was over the approach end of the runway.

There were no weather reporting facilities in the area. However, a witness on the ground stated that it was foggy at the time of the accident.

Pilot Information

Certificate:	Airline Transport	Age:	48, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	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 Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/23/2000
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5350 hours (Total, all aircraft), 2000 hours (Total, this make and model), 5300 hours (Pilot In Command, all aircraft), 225 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N590TA
Model/Series:	208B 208B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	208B0590
Landing Gear Type:	Tricycle	Seats:	10
Date/Type of Last Inspection:	08/22/2000, AAIP	Certified Max Gross Wt.:	7950 lbs
Time Since Last Inspection:	72 Hours	Engines:	Turbo Prop
Airframe Total Time:	2671 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	PT6A-114A
Registered Owner:	TELFORD AVIATION	Rated Power:	675 hp
Operator:	TELFORD AVIATION	Operating Certificate(s) Held:	Air Cargo; On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	FTSA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MLT, 406 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	1953 EDT	Direction from Accident Site:	80°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Overcast / 500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12° C / 12° C
Precipitation and Obscuration:			
Departure Point:	BANGOR, ME (BGR)	Type of Flight Plan Filed:	IFR
Destination:	(3B1)	Type of Clearance:	IFR
Departure Time:	1930 EDT	Type of Airspace:	Class G

Airport Information

Airport:	GREENVILLE MUNICIPAL (3B1)	Runway Surface Type:	Asphalt
Airport Elevation:	1400 ft	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	
Runway Length/Width:	3999 ft / 75 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):	PAUL R COX	Report Date:	05/08/2001
Additional Participating Persons:	ROBERT DZIADZIO; PORTLAND, ME, JAMES THOMAS; WICHITA, KS,		
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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