



Aviation Investigation Final Report

Location:	Baltimore, Maryland	Accident Number:	ERA20CA095
Date & Time:	February 7, 2020, 04:15 Local	Registration:	N988FX
Aircraft:	Cessna 208	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot was conducting an instrument landing system approach in night instrument meteorological conditions. The pilot was using the autopilot for the approach to the destination airport and disengaged it when he had the runway and airport lighting system in view. The pilot reported that, as he approached the runway, he heard a sound and thought the airplane had hit a bird. He felt the airplane pitch up, so he increased engine power and pitched down to reach the runway. After the pilot landed and taxied to the ramp, he saw that a large piece of an approach light was caught on the right main landing gear. Further examination revealed that the empennage, right horizontal stabilizer, right wing strut, and front cargo pod had sustained substantial damage. The operator reported that the airplane had struck four approach light towers and a localizer antenna.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain clearance from the approach lights during an instrument approach.

Findings

Personnel issues	Monitoring environment - Pilot
Environmental issues	Runway/taxi/approach light - Effect on operation

Factual Information

History of Flight

Approach-IFR final approach	Collision during takeoff/land (Defining event)
------------------------------------	--

Pilot Information

Certificate:	Commercial	Age:	35, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	March 23, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 23, 2019
Flight Time:	(Estimated) 2011 hours (Total, all aircraft), 400 hours (Total, this make and model), 1352 hours (Pilot In Command, all aircraft), 62 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N988FX
Model/Series:	208 B	Aircraft Category:	Airplane
Year of Manufacture:	2012	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	208B2400
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	November 26, 2019 AAIP	Certified Max Gross Wt.:	8752 lbs
Time Since Last Inspection:	97 Hrs	Engines:	1 Turbo prop
Airframe Total Time:	3497.4 Hrs as of last inspection	Engine Manufacturer:	Pratt & Whitney Canada
ELT:	C126 installed, not activated	Engine Model/Series:	PT6A-114A
Registered Owner:	Federal Express Corp	Rated Power:	675 Horsepower
Operator:	MOUNTAIN AIR CARGO INC	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	MTNA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night
Observation Facility, Elevation:	BWI,143 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	04:30 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown	Visibility	1.8 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	1600 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.18 inches Hg	Temperature/Dew Point:	7°C / 7°C
Precipitation and Obscuration:	In the vicinity - None - Fog		
Departure Point:	Newark, NJ (EWR)	Type of Flight Plan Filed:	IFR
Destination:	Baltimore, MD (BWI)	Type of Clearance:	IFR
Departure Time:	04:03 Local	Type of Airspace:	Class B

Airport Information

Airport:	Baltimore/Washington Intl Thur BWI	Runway Surface Type:	Asphalt
Airport Elevation:	143 ft msl	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	ILS
Runway Length/Width:	10503 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.175834,-76.668891(est)

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	Kenneth Crowder; FAA/FSDO; Baltimore, MD Anna K Montoya; FAA/CMO; Las Vegas, NV
Original Publish Date:	August 17, 2020
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=100912

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).