



Aviation Investigation Final Report

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| Location: | ANGLETON, Texas | Accident Number: | FTW92FA023 |
| Date & Time: | November 17, 1991, 20:55 Local | Registration: | N6637W |
| Aircraft: | BEECH C23 | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 1 Fatal |
| Flight Conducted Under: | Part 91: General aviation | | |

Analysis

THE NON RATED PRIVATE PILOT PROCEEDED TO HIS DESTINATION AT APPROXIMATELY 5,500 FEET. THE CLOUD TOPS IN THE VICINITY OF THE DESTINATION WERE REPORTED AT APPROXIMATELY 5,000 FEET. UPON REACHING THE VICINITY OF THE OUTER MARKER FOR THE AIRPORT, A DESCENT WAS UNDERTAKEN. SHORTLY THEREAFTER, RADAR RECORDS INDICATE A HIGH RATE OF DESCENT, INDICATIVE OF A LOSS OF CONTROL. THE AIRPLANE COLLIDED WITH THE TERRAIN IN AN EXTREME NOSE LOW ATTITUDE.

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 AIRCRAFT CONTROL. FACTORS WERE HIS LACK OF TOTAL INSTRUMENT TIME, HIS VFR FLIGHT INTO INSTRUMENT CONDITIONS AND SPATIAL DISORIENTATION.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - NORMAL

Findings

1. (F) WEATHER CONDITION - CLOUDS
2. (F) LIGHT CONDITION - DARK NIGHT
3. (F) VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

- 5. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
- 6. (F) SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

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|----------------------------------|--|--|------------------|
| Certificate: | Private | Age: | 39, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | Yes |
| Medical Certification: | Class 3 Valid Medical--w/ waivers/lim | Last FAA Medical Exam: | October 11, 1991 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 252 hours (Total, all aircraft), 165 hours (Total, this make and model), 202 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | BEECH | Registration: | N6637W |
| Model/Series: | C23 C23 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | | Serial Number: | M-2219 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | July 27, 1991 Annual | Certified Max Gross Wt.: | 2450 lbs |
| Time Since Last Inspection: | 24 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3102 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | O-360-A4K |
| Registered Owner: | JOHN E. FORD II | Rated Power: | 180 Horsepower |
| Operator: | JOHN E. FORD II | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|-------------------------|---|---------------|
| Conditions at Accident Site: | Instrument (IMC) | Condition of Light: | Night/dark |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Unknown | Visibility | 1 miles |
| Lowest Ceiling: | Overcast / 200 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 0° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | -18°C / -18°C |
| Precipitation and Obscuration: | N/A - None - Fog | | |
| Departure Point: | CASTROVILLE , TX (T89) | Type of Flight Plan Filed: | None |
| Destination: | ANGLETON , TX (LBX) | Type of Clearance: | None |
| Departure Time: | 19:05 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|---|----------------------------------|------|
| Airport: | | Runway Surface Type: | |
| Airport Elevation: | | Runway Surface Condition: | |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|---------|-----------------------------|---------------------------|
| Crew Injuries: | 1 Fatal | Aircraft Damage: | Destroyed |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Fatal | Latitude, Longitude: | 29.159708,-95.420562(est) |

Administrative Information

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|--|---|
| Investigator In Charge (IIC): | Gross, Richard |
| Additional Participating Persons: | D. VOSS; HOUSTON , TX |
| Original Publish Date: | March 31, 1993 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=18340 |

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](#).