



# Aviation Investigation Final Report

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<b>Location:</b>	HOBART, Oklahoma	<b>Accident Number:</b>	FTW94LA075
<b>Date &amp; Time:</b>	January 25, 1994, 23:30 Local	<b>Registration:</b>	N2298R
<b>Aircraft:</b>	CESSNA T-210J	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

THE NON-INSTRUMENT RATED PRIVATE PILOT DEPARTED ON A NIGHT CROSS COUNTRY FLIGHT WITHOUT OBTAINING A WEATHER BRIEFING. WHILE IN CRUISE FLIGHT AT 13,500 FEET, WHILE RECEIVING TRAFFIC ADVISORIES FROM CENTER, THE WEATHER DETERIORATED AND THE PILOT REQUESTED THE WEATHER FOR HIS DESTINATION AIRPORT. CENTER GAVE THE PILOT THE REQUESTED WEATHER AND THE PILOT ELECTED TO DEVIATE FROM HIS PLAN AND LAND AT A NEARBY AIRPORT. A VFR RADAR HANDOFF WAS COMPLETED AND THE PILOT INITIATED HIS DESCENT TO HIS REVISED DESTINATION. APPROACH CONTROL GAVE THE PILOT THE DISTANCE AND DIRECTION TO THE AIRPORT, AND TOLD HIM TO REPORT THE AIRPORT IN SIGHT. THE AIRPLANE IMPACTED IN A CULTIVATED FIELD A MILE AND A HALF WEST OF THE AIRPORT. THE CEILING WAS OBSCURED WITH A REPORTED VISIBILITY OF A QUARTER OF A MILE IN FOG. THE PILOT STATED THAT THE ALTIMETER HAD MALFUNCTIONED; HOWEVER, THE ALTIMETER WAS FOUND READING 411 FEET HIGHER THAN THE TRUE ALTITUDE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S CONTINUED VFR FLIGHT INTO IMC. FACTORS WERE THE WEATHER, THE PILOT'S FAILURE TO OBTAIN A WEATHER BRIEFING FOR THE FLIGHT, AND THE DARK NIGHT CONDITIONS.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH

### Findings

1. (F) WEATHER CONDITION - OBSCURATION
2. (F) WEATHER CONDITION - FOG
3. (F) PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
4. (F) LIGHT CONDITION - DARK NIGHT
5. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

## Factual Information

On January 25, 1994, at 2330 central standard time, a Cessna T-210J, was substantially damaged during approach to the Hobart Municipal Airport, near Hobart, Oklahoma. The non-instrument rated private pilot and his passenger were seriously injured. Dark night instrument meteorological conditions prevailed throughout the area for the personal flight.

No flight plan was filed, nor a weather briefing obtained for the night cross country flight.

According to Fort Worth Center, they were contacted by the pilot at 2257, over Hollis, Oklahoma, requesting traffic advisories and the latest weather for Fayetteville, Arkansas. The pilot was informed that the latest report showed a measured two thousand foot overcast with twelve miles visibility.

The pilot stated that he was going to deviate to Hobart, Oklahoma, to further evaluate the weather. A VFR handoff to Altus Approach Control was completed at 2305. Altus Approach terminated radar services with the airplane at 2319, while the airplane was at 4,000 feet.

In the enclosed NTSB Form 6120.1/2, the pilot stated that he thought that he had seen the beacon from the Hobart Airport at his eleven o'clock position while he was at 4,000 feet. He further stated that he told his passenger that he would not descend below 4,000 feet until he had the airport in sight. The pilot added that he had no other recollections of the flight until the point where he climbed out of the wreckage.

An Oklahoma Highway Patrol (OHP) trooper responded to the scene of the accident the next morning at 0700, after the pilot walked 2.5 miles to a nearby house for help. The OHP trooper later reported, and included in his report, that the pilot stated that "he came off the oxygen too soon and probably blacked-out." The pilot later denied making such a statement to any law enforcement agency.

The wreckage was found in a cultivated field approximately a mile and a half west of the airport. The Federal Aviation Administration (FAA) inspector at the scene stated that "after sliding for nearly 200 feet on a measured heading of 066 degrees, the airplane came to rest on an easterly heading with the left wing partially separated from the fuselage." He added that the engine was found 264 feet forward of the resting place of the main wreckage. The propeller was found separated from the propeller flange, and all three blades exhibited "S" type bending and striations. The landing gear and flaps were found in the retracted position.

In a telephone interview with the investigator in charge, the pilot stated that the altimeter had malfunctioned during the approach. The altimeter was found to have been set at the proper setting (29.88") and reading 1,975 feet. Airport elevation was 1,564 feet.

The 2250 observation from the Hobart Municipal Airport (HBR) Automated Weather Observing System (AWOS) reported a ceiling of 100 foot obscured, with a quarter of a mile visibility, with fog and drizzle.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	November 9, 1993
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3450 hours (Total, all aircraft), 880 hours (Total, this make and model), 3110 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N2298R
<b>Model/Series:</b>	T-210J T-210J	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	T210-0048
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	August 10, 1993 Annual	<b>Certified Max Gross Wt.:</b>	3400 lbs
<b>Time Since Last Inspection:</b>	101 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2632 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520-H
<b>Registered Owner:</b>	EIDSON, RAY E.	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>	HBR ,1564 ft msl	<b>Distance from Accident Site:</b>	3 Nautical Miles
<b>Observation Time:</b>	22:50 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>	Unknown / 100 ft AGL	<b>Visibility</b>	0.25 miles
<b>Lowest Ceiling:</b>	100 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	70°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	7°C / 7°C
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>	RUIDOSO (SRR)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	FAYETTEVILLE (FYV)	<b>Type of Clearance:</b>	VFLF
<b>Departure Time:</b>	20:30 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Serious	<b>Latitude, Longitude:</b>	35.01902,-99.090118(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Casanova, Hector
<b>Additional Participating Persons:</b>	NORBERT J NESTER; OKLAHOMA CITY , OK
<b>Original Publish Date:</b>	November 14, 1994
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=18994">https://data.nts.gov/Docket?ProjectID=18994</a>

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](#).