



# Aviation Investigation Final Report

<b>Location:</b>	BRACKETTVILLE, Texas	<b>Accident Number:</b>	FTW85FA087
<b>Date &amp; Time:</b>	December 25, 1984, 20:00 Local	<b>Registration:</b>	N6578Y
<b>Aircraft:</b>	CESSNA T210N	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Fatal, 2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PLT HAD FILED AN INSTRUMENT FLT PLAN FROM HOW TO DHT AND HAD RECEIVED A WX BRIEFING FOR THE ROUTE. THE FLT PROCEEDED TO DHT WHERE RADAR CONTACT WAS LOST AND THE ACFT WAS CLEARED FOR AN APCH. THE PLT CANCELED IFR. THE PLT THEN PROCEEDED TO BRACKETTVILLE, TX, WHERE THE ACFT CONTACTED TREES AND THE TERRAIN. WITNESSES CONFIRMED VISIBILITY WAS RESTRICTED DO THE LOW CEILING, FOG AND LIGHT CONDITION. BRACKETTVILLE ARPT IS UNLIGHTED AND HAS NO APPROVED IFR APCH. THE PLT HAD LIMITED TIME TO COMPLETE A COMMERCIAL PROJECT FOR THE USAF.

## Probable Cause and Findings

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

### Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: MANEUVERING

#### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - RAIN
3. (F) WEATHER CONDITION - DARK NIGHT
4. (C) VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING

Findings

- 5. (F) OBJECT - TREE(S)
- 6. (F) VISUAL LOOKOUT - IMPROPER - PILOT IN COMMAND
- 7. (F) LOW PASS - ATTEMPTED - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	Single-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>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	September 1, 1984
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1801 hours (Total, all aircraft), 1801 hours (Total, this make and model), 26 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6578Y
<b>Model/Series:</b>	T210N T210N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	21064445
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	December 3, 1984 Annual	<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>	6 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	430 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520-R
<b>Registered Owner:</b>	SOUTHEASTERN COMM. SVC. CO.	<b>Rated Power:</b>	310 Horsepower
<b>Operator:</b>	WILLIAM ROGERS MIERS	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	SOUTHWESTERN COMM. SVC CO.	<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>	DRT ,990 ft msl	<b>Distance from Accident Site:</b>	27 Nautical Miles
<b>Observation Time:</b>	19:03 Local	<b>Direction from Accident Site:</b>	290°
<b>Lowest Cloud Condition:</b>	Scattered / 400 ft AGL	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	Broken / 700 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots / 7 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	6°C / 4°C
<b>Precipitation and Obscuration:</b>	N/A - None - Rain		
<b>Departure Point:</b>	HOUSTON (AXH )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	BRACKETTVILLE (74TX)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:42 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	2 Fatal, 2 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 Fatal, 2 Minor	<b>Latitude, Longitude:</b>	29.309289,-100.409866(est)

## Administrative Information

**Investigator In Charge (IIC):** Roth, F

**Additional Participating Persons:** M W BRIDGEWATER;  
B A HANCOCK;  
B JOURNAGAR;  
F CARPENTER;

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=21520>

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](#).