



Aviation Investigation Final Report

Location:	MATAGORDA 526,	Accident Number:	FTW90FA031
Date & Time:	November 22, 1989, 20:15 Local	Registration:	TGGUW
Aircraft:	CESSNA 210E	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING CRUISE FLIGHT THE PROPELLER ASSEMBLY SEPARATED FROM THE ENGINE. THE PILOT DITCHED THE AIRPLANE NEXT TO AN OIL PLATFORM APRX 10 MI FROM LAND. THE PILOT, HIS WIFE, AND TWO SMALL CHILDREN EXITED AND ATTEMPTED TO SWIM TO THE PLATFORM. THE SEA STATE WAS ROUGH, AND NO RAFT OR LIFE VESTS WERE ON THE AIRPLANE. THE PILOT'S WIFE AND CHILDREN WERE LOST AT SEA. EXAMINATION OF THE ENGINE MOUNTS AND CRANKSHAFT SHOWED NO EVIDENCE OF FATIGUE OR PRE-EXISTING FRACTURES. APRX 4 YEARS PRIOR TO THIS ACCIDENT THE AIRPLANE WAS INVOLVED IN A GEAR-UP LANDING, RESULTING IN THE PROP BLADES BEING CURLED BACK APRX 30 DEG UP TO 8 INCHES FROM THE TIPS. THE BLADES WERE STRAIGHTENED AND RETURNED TO SERVICE. ACCORDING TO THE MANUFACTURER THE REPAIR WAS NOT IN ACCORDANCE WITH THEIR SERVICE MANUAL AND SHOULD HAVE BEEN REPLACED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE SEPARATION OF THE PROPELLER SYSTEM FOR UNKNOWN REASONS. CONTRIBUTING TO THE SEVERITY OF THE INJURIES WAS THE PILOT'S FAILURE TO ASSURE THAT A RAFT AND/OR LIFEVESTS WERE ON THE AIRPLANE DURING THE OVERWATER PORTION OF THE FLIGHT.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: CRUISE - NORMAL

Findings

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - PREVIOUS DAMAGE
2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PERSONNEL
3. (C) PROPELLER SYSTEM/ACCESSORIES - SEPARATION
4. (C) PROPELLER SYSTEM/ACCESSORIES - UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: DITCHING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #4: MISCELLANEOUS/OTHER

Phase of Operation: OTHER

Findings

5. (F) LIGHT CONDITION - DARK NIGHT
6. (F) TERRAIN CONDITION - WATER, ROUGH
7. (F) MISC EQPT/FURNISHINGS, LIFEVEST - UNAVAILABLE
8. (F) MISC EQPT/FURNISHINGS, RAFTS - UNAVAILABLE
9. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Foreign; Private	Age:	32, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 14, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	872 hours (Total, all aircraft), 250 hours (Total, this make and model), 872 hours (Pilot In Command, all aircraft), 79 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	TGGUW
Model/Series:	210E 210E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	21058683
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	August 29, 1989 100 hour	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	77 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1662 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-E
Registered Owner:		Rated Power:	285 Horsepower
Operator:	THOMAS P. MIFSUD	Operating Certificate(s) Held:	None
Operator Does Business As:	ASESORIA Y COBROS S.A.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Thin Overcast / 2000 ft AGL	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	30 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BROWNSVILLE , TX (BRO)	Type of Flight Plan Filed:	None
Destination:	HOUSTON , TX (AAP)	Type of Clearance:	None
Departure Time:	19:00 Local	Type of Airspace:	

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal, 1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Wall, Ray

Additional Participating Persons:

Original Publish Date: October 7, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=23001>

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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](#).