



# National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	DFW AIRPORT, TX	<b>Accident Number:</b>	FTW94LA003
<b>Date &amp; Time:</b>	10/01/1993, 2344 CDT	<b>Registration:</b>	N9762B
<b>Aircraft:</b>	CESSNA 208B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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On October 1, 1993, at 2344 central daylight time, a Cessna 208B, N9762B, was substantially damaged following a loss of control while taxiing at the Dallas Fort Worth International Airport (DFW), Texas. The airline transport rated pilot was not injured.

Visual meteorological conditions prevailed for the 14 CFR Part 135 on demand air taxi flight.

According to the pilot, the all cargo flight operating under the call sign "Martinaire 639" departed Tulsa, Oklahoma, at 2201 on an IFR flight plan. A normal approach and landing were executed to Runway 17R at the DFW Airport. The pilot was instructed to hold short of Runway 17L, on taxiway 18, prior to taxiing to the northeast cargo area.

According to the enclosed ATC transcript, Martinaire 639 was instructed to cross Runway 17L at 2236:53, behind a heavy MD-11 that was previously cleared for takeoff at 2235:53. Prior to issuing the clearance to cross, the pilot was issued a wake turbulence caution. The pilot stated that as he was in the process of crossing the runway, the MD-11 advanced its engines to takeoff power. The jet blast from the departing MD-11 struck the Cessna 208B and "blew my aircraft off of the runway."

The left wing impacted the ground resulting in structural damage to the wing spar.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	37, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	02/22/1993
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2740 hours (Total, all aircraft), 598 hours (Total, this make and model), 2357 hours (Pilot In Command, all aircraft), 347 hours (Last 90 days, all aircraft), 116 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9762B
<b>Model/Series:</b>	208B 208B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	208B0109
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	08/08/1993, AAIP	<b>Certified Max Gross Wt.:</b>	8750 lbs
<b>Time Since Last Inspection:</b>	168 Hours	<b>Engines:</b>	1 Turbo Prop
<b>Airframe Total Time:</b>	3435 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	PT6A-114
<b>Registered Owner:</b>	CESSNA FINANCE CORPORATION	<b>Rated Power:</b>	600 hp
<b>Operator:</b>	MARTINAIRE, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	GPMA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	DFW, 603 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	2350 CDT	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26° C / 17° C
Precipitation and Obscuration:			
Departure Point:	TULSA, OK (TUL)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	2201 CST	Type of Airspace:	Class B; Class D; Class E

## Airport Information

Airport:	DFW INTERNATIONAL (DFW)	Runway Surface Type:	Concrete
Airport Elevation:	603 ft	Runway Surface Condition:	Dry
Runway Used:	17R	IFR Approach:	
Runway Length/Width:	11388 ft / 200 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	HECTOR R CASANOVA
Additional Participating Persons:	GENE M BLAND; DALLAS, TX
Investigation Docket:	NTSB accident and incident docket serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .