



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|---|-------------------------|------------|
| Location: | DFW AIRPORT, TX | Accident Number: | FTW94LA003 |
| Date & Time: | 10/01/1993, 2344 CDT | Registration: | N9762B |
| Aircraft: | CESSNA 208B | Injuries: | 1 None |
| Flight Conducted Under: | Part 135: Air Taxi & Commuter - Non-scheduled | | |

Analysis

THE PILOT WAS CAUTIONED ABOUT WAKE TURBULENCE FROM A HEAVY MD-11 THAT HAD BEEN CLEARED FOR TAKEOFF ON THE RUNWAY THAT THE AIRPLANE WAS CLEARED TO CROSS. THE JETLINER APPLIED TAKEOFF POWER AS THE SINGLE ENGINE AIRPLANE WAS CROSSING BEHIND. THE JET BLAST FROM THE DEPARTING AIRPLANE LIFTED THE AIRPLANE AND CONTROL WAS LOST.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DISREGARD FOR THE ISSUED SAFETY ADVISORY.

Findings

Occurrence #1: PROPELLER BLAST OR JET EXHAUST/SUCTION
Phase of Operation: TAXI - FROM LANDING

Findings

1. (C) SAFETY ADVISORY - DISREGARDED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAXI - FROM LANDING

Pilot Information

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|----------------------------------|--|------------------------------|------------------------|
| Certificate: | Airline Transport; Flight Instructor | Age: | 37 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | Airplane Single-engine |
| Flight Time: | 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

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|---------------------------------------|---|-----------------------------|--------------|
| Aircraft Make: | CESSNA | Registration: | N9762B |
| Model/Series: | 208B 208B | Engines: | 1 Turbo Prop |
| Operator: | MARTINAIRE, INC. | Engine Manufacturer: | P&W |
| Operating Certificate(s) Held: | On-demand Air Taxi (135) | Engine Model/Series: | PT6A-114 |
| Flight Conducted Under: | Part 135: Air Taxi & Commuter - Non-scheduled | | |

Meteorological Information and Flight Plan

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|---|-------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Night/Dark |
| Observation Facility, Elevation: | DFW, 603 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | 5 knots / , 180° |
| Temperature: | 26° C | Visibility | 20 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | TULSA, OK (TUL) | Destination: | |

Airport Information

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|-----------------------------|-------------------------|----------------------------------|----------|
| Airport: | DFW INTERNATIONAL (DFW) | Runway Surface Type: | Concrete |
| Runway Used: | 17R | Runway Surface Condition: | Dry |
| Runway Length/Width: | 11388 ft / 200 ft | | |

Wreckage and Impact Information

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

Administrative Information

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|--------------------------------------|---|----------------------|------------|
| Investigator In Charge (IIC): | HECTOR R CASANOVA | Adopted Date: | 08/01/1994 |
| 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . | | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.