



National Transportation Safety Board Aviation Accident Final Report

Location:	NASHVILLE, TN	Accident Number:	ATL89MA023
Date & Time:	11/01/1988, 1930 CST	Registration:	N3822Y
Aircraft:	CESSNA 210D	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation -

Analysis

DRG WEST ARR AT NGT, PLT WAS VCTRD FOR A VFR, STRAIGHT-IN APCH TO RWY 2R & ADZD OF BOEING 727 OFF HIS RGT FRONT, PASSINGFM RGT TO LEFT. HE WAS CAUTIONED ABT WAKE TURBC (W/T) & REPLIED, 'OKAY I SEE HIM.' CTLR THEN TOLD PLT TO TURN INBND & MAINT 'VISUAL' WITH THE 727. PLT ACKNOWLEDGED, THEN WAS CLRD TO TWR FREQ. AT 1928:04, HE WAS CLRD TO LND ON RWY 2R, BUT WASN'T GIVEN WND INFO (NOR DID HE RPRT RCVG ATIS INFO). WND WAS FM 250 DEG AT 5 KTS, WHICH WOULD HAVE DRIFTED W/T FM RWY2L TWD RWY 2R. AT 1928:39, PLT RPRTD W/T ENCTR, BUT HE CONTD INBND. ABT 39 SEC LTR, RADAR CTC WAS LOST & N3822Y CRASHED IN STEEP DSCNT ABT 1 MI FM RWY 2L. TWR PSNL DIDN'T SEE OR REALIZE IT HAD CRASHED. RADAR DATA SHOWED 727 MADE STRAIGHT DSCNT TO RWY 2L; N3822Y APCHD ABT 2 MI BHND THE 727 & BLO ITS APCH PATH. AT ABT 1100' AGL, AS IT CONVERGED APRX 200' BLOTHE 727'S APCH PATH, AN ABRUPT ALT DEV (DSCNT) OCCURRED. DSCNT WAS ARRESTED, BUT N3822Y CONTD INBND & CONVERGED AGAIN TOABT 200' BLO 727 FLT PATH (300' AGL), THEN RADAR CTC LOST. RWY CTRLNS, 1650' APART; 2L STAGGERED 1800' BYD 2R THRESHOLD.

Probable Cause and Findings

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

Findings

Occurrence #1: VORTEX TURBULENCE ENCOUNTERED

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (F) WEATHER CONDITION - CROSSWIND
3. WEATHER OBSERVATION - NOT ISSUED - ATC PERSONNEL(LCL/GND/CLNC)
4. UPDATING OF RECORDED WEATHER INFORMATION - NOT OBTAINED - PILOT IN COMMAND
5. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. (C) VISUAL SEPARATION - INADEQUATE - PILOT IN COMMAND
7. (C) WAKE TURBULENCE - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: ALTITUDE DEVIATION, UNCONTROLLED

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

8. SEARCH - DELAYED - ATC PERSONNEL(LCL/GND/CLNC)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	66, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/14/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1274 hours (Total, all aircraft), 56 hours (Total, this make and model), 1078 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3822Y
Model/Series:	210D 210D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	21058322
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	07/01/1988, Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	12 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2726 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520
Registered Owner:	ROBERT HAMPSON	Rated Power:	285 hp
Operator:	ROBERT HAMPSON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	BNA, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 12000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16 °C / 1 °C
Precipitation and Obscuration:			
Departure Point:	NASHVILLE, TN (JWN)	Type of Flight Plan Filed:	None
Destination:	(BNA)	Type of Clearance:	VFR
Departure Time:	1920 EST	Type of Airspace:	Class E

Airport Information

Airport:	NASHVILLE METRO (BNA)	Runway Surface Type:	Asphalt
Airport Elevation:	599 ft	Runway Surface Condition:	Dry
Runway Used:	2R	IFR Approach:	None
Runway Length/Width:	5186 ft / 200 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	07/19/1989
Additional Participating Persons:	WILLIAM M O'ROURKE; WASHINGTON, DC FRANK HILLDRUP; WASHINGTON, DC THOMAS H LIEDERBACH; NASHVILLE, TN		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets 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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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