



National Transportation Safety Board Aviation Accident Data Summary

Location:	HOUSTON, TX	Accident Number:	FTW89FA012
Date & Time:	11/02/1988, 0302 CST	Registration:	N60819
Aircraft:	PIPER 601B	Injuries:	1 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE AIRCRAFT COLLIDED WITH POWER LINES AND TREES WHILE ON FINAL APPROACH. THE REPORTED WEATHER IMMEDIATELY FOLLOWING THE ACCIDENT WAS AN INDEFINITE CEILING ZERO, SKY OBSCURED, AND VISIBILITY 1/16 OF A MILE IN FOG. NO PREIMPACT FAILURES OR MALFUNCTIONS OF THE AIRCRAFT WERE FOUND. THE PILOT HAD DIVERTED FROM HIS INTENDED DESTINATION DUE TO FOG.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S DECISION TO FLY THE APPROACH VISUALLY WITH OUTSIDE REFERENCE TO THE LIGHTS AND INADVERTENTLY DESCENDING BELOW THE DECISION HEIGHT OFF THE PROPER GLIDE PATH.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) WEATHER CONDITION - FOG
2. (F) WEATHER CONDITION - OBSCURATION
3. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. (C) DECISION HEIGHT - BELOW - PILOT IN COMMAND
5. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
6. (F) OBJECT - WIRE, TRANSMISSION
7. (F) OBJECT - TREE(S)

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	31
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Gyroplane; Helicopter
Flight Time:	2887 hours (Total, all aircraft), 190 hours (Total, this make and model), 2544 hours (Pilot In Command, all aircraft), 218 hours (Last 90 days, all aircraft), 62 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N60819
Model/Series:	601B 601B	Engines:	2 Reciprocating
Operator:	CONROE AVIATION SERVICES INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	IO-540-51AS
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	IAH, 98 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Obscured / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 220°
Temperature:	11 °C	Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:	BATON ROUGE, LA (BTR)	Destination:	CONROE, TX (CXO)

Airport Information

Airport:	HOUSTON INTERCONTINENTAL (IAH)	Runway Surface Type:	Concrete
Runway Used:	14L	Runway Surface Condition:	Dry
Runway Length/Width:	12000 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	ARMOND V EDWARDS	Adopted Date:	06/25/1990
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 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.