



National Transportation Safety Board Aviation Accident Final Report

Location:	ALVIN, IL	Accident Number:	CHI89FA039
Date & Time:	01/01/1989, 1733 CST	Registration:	N3767Y
Aircraft:	CESSNA 210D	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal, 2 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

AFTER A WX BRIEFING AT 0545 EST, THE PLT & 3 PAX DEPARTED FT MYERS, FL, AT 0926, ON A FLT TO LANSING, IL. A REFUELING STOP WAS MADE AT TULLAHOMA, TN, BUT THERE WAS NO EVIDENCE OF AN UPDATED WX BRIEFING & NO FLT PLAN WAS FILED. SUBSEQUENT-LY, THE ACFT CRASHED ABOUT 5 MI NORTH OF THE VERMILLION COUNTY ARPT ON A HEADING OF 230 DEG. INITIAL IMPACT WAS WITH A TREE, ABOUT 35' AGL. THE ACFT THEN HIT A POLE (ABOUT 190' FROM THE TREE) BEFORE IMPACTING THE GROUND. WRECKAGE DEBRIS EXTENDED ABOUT 625' FROM THE INITIAL IMPACT POINT WITH THE TREE. THE RPRTD WX AT THE ARPT WAS IN PART: INDEFINITE CEILING, VIS 1/4 MI WITH FOG, WIND FROM 200 DEG AT 7 KTS. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT OR ENG WAS EVIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: CONTINUED FLIGHT BY THE NON-INSTRUMENT RATED PILOT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC), AND HIS FAILURE TO MAINTAIN SUFFICIENT ALTITUDE. FACTORS RELATED TO THE ACCIDENT WERE: DARKNESS, ADVERSE WEATHER CONDITIONS, THE PILOT'S LACK OF INSTRUMENT EXPERIENCE, AND HIS FAILURE TO UPDATE HIS WEATHER INFORMATION.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE

Findings

1. (F) UPDATING OF RECORDED WEATHER INFORMATION - NOT ATTAINED - PILOT IN COMMAND
2. (F) LIGHT CONDITION - NIGHT
3. (F) WEATHER CONDITION - LOW CEILING
4. (F) WEATHER CONDITION - FOG
5. (F) WEATHER CONDITION - OBSCURATION
6. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH

Findings

7. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
9. OBJECT - TREE(S)
10. OBJECT - UTILITY POLE

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/23/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3767Y
Model/Series:	210D 210D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	21058267
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	10/03/1988, Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	20 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3775 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520
Registered Owner:	ROBERT LUCENTE	Rated Power:	285 hp
Operator:	ROBERT LUCENTE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	DNV, 696 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1757 CST	Direction from Accident Site:	170°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-4° C
Precipitation and Obscuration:			
Departure Point:	TULLAHOMA, TN (THA)	Type of Flight Plan Filed:	None
Destination:	LANSING, IL (3HA)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal, 2 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal, 2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	MARK E DOUB	Report Date:	09/30/1991
Additional Participating Persons:	GARY WHITE; WICHITA, KS JOHN KENT; SEAGOVILLE, TX LARRY SMITH; SPRINGFIELD, IL		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).