



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SAN ANGELO, TX	<b>Accident Number:</b>	FTW89LA057
<b>Date &amp; Time:</b>	02/02/1989, 2050 CST	<b>Registration:</b>	N8096Z
<b>Aircraft:</b>	CESSNA U206	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE FLOAT PLANE PLT WAS ON A VFR FLT AT NIGHT TO NASWORTHY LAKE NEAR SAN ANGELO, TX. HE CONTINUED INTO DETERIORATING WX CONDITIONS. SUBSEQUENTLY, WHILE CRUISING BELOW THE CLOUDS, THE ACFT IMPACTED TERRAIN AT AN ELEV OF ABOUT 2500' MSL. IN A WRITTEN STATEMENT, THE PLT STATED THAT HE WAS ATTEMPTING TO MAINTAIN 3500' MSL & ENCOUNTERED STRONG DOWNDRAFTS. HOWEVER, IN EARLIER CONVERSATIONS WITH AN FAA COORDINATOR, HE INDICATED HE WAS TRYING TO MAINTAIN A LOWER ALTITUDE (APRX 200' AGL). RPRTDLY, IMPACT OCCURRED AS THE ACFT WAS FLYING AT ABOUT 90 KTS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN ADEQUATE ALTITUDE DURING CONTINUED FLIGHT INTO KNOWN ADVERSE WEATHER. THE WEATHER CONDITIONS AND DARK NIGHT WERE CONTRIBUTING FACTORS.

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

### Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - RAIN
5. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: CRUISE

### Findings

6. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	44, Male
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	05/10/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	569 hours (Total, all aircraft), 151 hours (Total, this make and model), 368 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 21 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>	N8096Z
<b>Model/Series:</b>	U206 U206	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U206-0496
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	3500 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-520-A
<b>Registered Owner:</b>	HUTTON, EDEN PIERS PATRICK	<b>Rated Power:</b>	285 hp
<b>Operator:</b>	HUTTON, EDEN P.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SJT, 1916 ft msl	Distance from Accident Site:	39 Nautical Miles
Observation Time:	2050 CST	Direction from Accident Site:	95°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Overcast / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	17 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	1°C / -1°C
Precipitation and Obscuration:			
Departure Point:	RED BLUFF LAKE, TX (NONE)	Type of Flight Plan Filed:	None
Destination:	NASWORTHY LAKE, TX (NONE)	Type of Clearance:	None
Departure Time:	1800 CST	Type of Airspace:	

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	JOHN E GRIFFIN	Report Date:	07/09/1990
Additional Participating Persons:	FREDERICK E DRYDEN		
Publish Date:			
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> .		

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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](#).