



National Transportation Safety Board

Aviation Accident Data Summary

Location:	ROBSTOWN, TX	Accident Number:	FTW89LA061
Date & Time:	03/02/1989, 2224 CST	Registration:	N735EZ
Aircraft:	CESSNA 182	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT CONTACTED APCH CONTROL & RPRTD HE WAS VFR-ON-TOP WITH A LOW FUEL CONDITION. HE WAS RADAR VECTORED TO THE NEAREST AIRPORT. THE NON-INSTRUMENT RATED PLT DSCNDD & RPRTD HE HAD THE ARPT IN SIGHT, BUT ONLY INTERMITTENTLY THRU THE CLOUDS & FOG. SUBSEQUENTLY, THE ACFT CRASHED NEAR THE ARPT. APRX 750 LBS OF MARIJUANA WAS FOUND ABOARD THE ACFT. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT OR ENG WAS FOUND DRG THE INVESTIGATION.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT DELAYED FLIGHT TO AN ALTERNATE DESTINATION, CONTINUED FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC), EXPERIENCED SPATIAL DISORIENTATION, AND LOST CONTROL OF THE AIRCRAFT. CONTRIBUTING FACTORS WERE: THE PILOT'S INADEQUATE PREFLIGHT PLANNING/PREPARATION, HIS LACK OF INSTRUMENT EXPERIENCE, DARK NIGHT, AND WEATHER CONDITIONS.

Findings

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

Findings

1. STOLEN AIRCRAFT/UNAUTHORIZED USE
2. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) LIGHT CONDITION - DARK NIGHT
4. (F) WEATHER CONDITION - LOW CEILING
5. (F) WEATHER CONDITION - FOG
6. (F) FLUID,FUEL - LOW LEVEL
7. RADAR ASSISTANCE TO VFR AIRCRAFT - ISSUED
8. (C) DELAYED - PILOT IN COMMAND
9. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH

Findings

10. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
11. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND

12. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH

Pilot Information

Certificate:	Private	Age:	40
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	4500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N735EZ
Model/Series:	182 182	Engines:	1 Reciprocating
Operator:	HAMPTON INNS DEVELOPEMENT CORP	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	O-470-U
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	CRP, 44 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Obscured / 200 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 110°
Temperature:	10° C	Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	NUEGES COUNTY (T53)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Serious	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): RAY WALL Adopted Date: 07/09/1990

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.