



# National Transportation Safety Board

## Aviation Accident Data Summary

<b>Location:</b>	FORT MYERS, FL	<b>Accident Number:</b>	MIA90FA022
<b>Date &amp; Time:</b>	11/01/1989, 0205 EST	<b>Registration:</b>	N50TR
<b>Aircraft:</b>	PIPER 601P	<b>Injuries:</b>	1 Fatal, 1 Serious
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

### Analysis

THE ACFT DEPD MIAMI AT NGT ON AN ON-DEMAND, AIR TAXI FLT TO FT MYERS, FL. DURING ARRIVAL AT THE DESTN, THE FLT ENCTR D IFR CONDS. THE PLT OBTAINED CLNC FOR AN ILS RWY 6 APCH & WAS TOLD TO RPRT AT THE OUTER MARKER (OM). AT 0152:25 EST, HE RPRTD TO MIAMI CENTER THAT HE WAS OVER THE OM. THIS WAS HIS LAST TRANSMISSION TO AN ATC FACILITY. AT ABOUT 0203 EST, HE MADE A TRANSMISSION ON UNICOM FREQ TO INFORM ARPT OPNS PSNL THAT HE COULD NOT GET THE APCH LIGHTS TO OPERATE. HE WAS ASKED IF HE HAD USED THE PROPER FREQ & HAD KEYED THE MIKE THE REQUIRED NUMBER OF TIMES. THE PLT INDCD THAT HE HAD PROPERLY KEYED THE MIKE; HOWEVER, UNICOM PSNL DID NOT HEAR ANY KEYING OF THE MIKE EXCEPT FOR 2 CLICKS. THE ACFT CTCD THE GND IN A NRLY LEVEL ATTITUDE & WITH THE GEAR EXTENDED, APRX 1.5 MI SHORT OF RWY 6. IT THEN SKIDDED ABOUT 90 FT & HIT A TREE BEFORE COMING TO REST. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND WITH THE ACFT, ENG OR APCH/RWY LIGHTS. THE 0149 EST WX AT FT MYERS WAS IN PART: SKY OBSCURED, VIS 1/4 MI WITH FOG.

### Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO PROPERLY FOLLOW THE IFR PROCEDURE AND TO IDENTIFY THE DECISION HEIGHT. FACTORS RELATED TO THE ACCIDENT WERE: THE ADVERSE WEATHER CONDITIONS, DARKNESS, THE PILOT'S LACK OF VISUAL PERCEPTION WITHOUT THE APPROACH LIGHTS, AND TREE(S) IN THE ACCIDENT AREA.

### Findings

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

#### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - FOG
3. (F) WEATHER CONDITION - OBSCURATION
4. (F) LIGHT CONDITION - DARK NIGHT
5. AIRPORT FACILITIES, INSTRUMENT APPROACH LIGHTS - NOT OPERATING
6. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
7. (C) DECISION HEIGHT - NOT IDENTIFIED - PILOT IN COMMAND
8. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: OTHER

#### Findings

9. (F) OBJECT - TREE(S)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	36
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1400 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N50TR
<b>Model/Series:</b>	601P 601P	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	TRANSCONTINENTAL AVIATION	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	IO-540-S1A5
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	KRSW, 31 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Obscured / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 40°
<b>Temperature:</b>	19° C	<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	MIAMI, FL (KMIA)	<b>Destination:</b>	(KRSW)

### Airport Information

<b>Airport:</b>	SOUTHWEST FLORIDA RGNL (RSW)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	6	<b>Runway Surface Condition:</b>	Wet
<b>Runway Length/Width:</b>	8400 ft / 150 ft		

### Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): RONALD J MEYER

Adopted Date: 09/05/1991

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](mailto: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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