



National Transportation Safety Board Aviation Accident Data Summary

Location:	EAGLE PASS, TX	Accident Number:	FTW83FA175
Date & Time:	04/01/1983, 2000 CST	Registration:	N700CW
Aircraft:	CESSNA 500	Injuries:	4 Fatal
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Analysis

THE ACFT WAS ON A FLT TO A PRIVATE RANCH LANDING STRIP AT NIGHT. THE STRIP HAD AN UNLIGHTED WINDSOCK AT MIDFIELD & PORTABLE RWY EDGE LIGHTS WERE IN USE. DURING ARRIVAL, THE AIRCREW ESTIMATED THE VISIBILITY WAS 3 TO 4 MI & REPORTED THEY WOULD BE ABLE TO LAND. PERSONNEL AT THE RANCH HEARD THE ACFT FLY OVER. ONE OF THEM REPORTED THAT EARLIER, THE WIND HAD BEEN BLOWING HARD & THE AIR WAS FULL OF DUST, BUT AT THE TIME THE ACFT ARRIVED, DUST HAD SETTLED. A DEPUTY SHERIFF NOTED THAT AT TIMES, THE VISIBILITY WAS GOOD, BUT AT OTHER TIMES, IT WAS POOR. THE ACFT OWNER, WHO WAS AT THE RANCH, SAID HE COULD SEE THE ACFT LIGHTS AT TIMES (IN THE TRAFFIC PATTERN), BUT AT TIMES, HE COULD NOT SEE THEM. AFTER MAKING 2 PASSES, THE ACFT CRASHED IN THE AREA WHERE IT SHOULD HAVE BEEN ON A BASE LEG. AN EXAM OF THE WRECKAGE REVEALED IT WAS IN A LEFT TURN DURING IMPACT. AFTER INITIAL IMPACT, IT BOUNCED/SLID 663 FT, THEN HIT A TREE COVERED CANAL LEVEE & BURNED. NO EVIDENCE OF A PREIMPACT/MECHANICAL MALFUNCTION OR FAILURE WAS FOUND.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
 2. (F) WEATHER CONDITION - OBSCURATION
 3. (C) WEATHER EVALUATION - POOR - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

4. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: OTHER

Findings

5. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Pilot Information

Certificate:	Airline Transport	Age:	44
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane; Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N700CW
Model/Series:	500 500	Engines:	2 Turbo Fan
Operator:	WINN EXPLORATION CO., INC.	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	None	Engine Model/Series:	JT15D-1
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	DLF, 999 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	12 knots / , 10°
Temperature:	18° C	Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:	CORPUS CHRISTI, TX (CRP)	Destination:	

Airport Information

Airport:	WINN (6TA4)	Runway Surface Type:	Asphalt
Runway Used:	32	Runway Surface Condition:	Dry
Runway Length/Width:	6300 ft / 64 ft		

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): J. O JOHNSON

Adopted 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/>.

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.