



National Transportation Safety Board Aviation Accident Final Report

Location:	COTULLA, TX	Accident Number:	FTW82DA304
Date & Time:	08/01/1982, 0640 CDT	Registration:	N832BW
Aircraft:	CESSNA 421B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

WHILE ON A CROSS-COUNTRY BUSINESS FLIGHT THE LEFT ENGINE STARTED RUNNING ROUGH. THE PILOT SHUT DOWN THE ENGINE AND DIVERTED TO COTULLA, TX, WHERE HE MADE A SINGLE ENGINE APPROACH AND LANDING. THE PILOT LANDED WITH A 20 KT TAIL WIND, WAS UNABLE TO STOP THE AIRCRAFT WITHIN THE CONFINES OF THE RUNWAY, AND CRASHED INTO A WIRE FENCE. THE REASON FOR THE ROUGH RUNNING ENGINE REMAINS UNDETERMINED.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) MISCELLANEOUS - UNDETERMINED

Occurrence #2: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

2. (F) WEATHER CONDITION - TAILWIND
3. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. (C) PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	54, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/03/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N832BW
Model/Series:	421B 421B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	421B0235
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6800 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2051 Hours	Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	TGSIO-520-H
Registered Owner:	OKLAHOMA ACFT. CORP.	Rated Power:	375 hp
Operator:	OKLAHOMA ACFT. CORP.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	COT, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0550	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	72° C / 0° C
Precipitation and Obscuration:			
Departure Point:	OKLAHOMA, OK (F29)	Type of Flight Plan Filed:	None
Destination:	HARLINGEN, TX (HRL)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	COTULLA MUNICIPAL (COT)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	
Runway Length/Width:	3300 ft / 60 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Report Date:	08/01/1983
Additional Participating Persons:		
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/ .	

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