



National Transportation Safety Board Aviation Accident Final Report

Location:	NORMANGEE, TX	Accident Number:	FTW83FA031
Date & Time:	11/02/1982, 1018 CST	Registration:	N612J
Aircraft:	CESSNA P210N	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

A COMPANY PLT RECEIVED TWO WX BRIEFINGS FROM THE SAN ANTONIO FSS, ONE WAS AT ABOUT 1700 THE DAY BEFORE THE ACCIDENT & THE OTHER ON 11/2. AFTER EACH WX BRIEFING THE COMPANY PLT BRIEFED THE PLT OF THE ACCIDENT ACFT. THE ACFT DEPARTED AT ABOUT 0835. AT 0953 THE PLT CONTACTED FLIGHT WATCH & WAS ADVISED OF A CONVECTIVE SIGMET OF EMBEDDED THUNDERSTORMS. AT 1001 THE PLT REQUESTED & WAS CLEARED TO FL190. THIS WAS THE LAST RADIO CONTACT WITH THE ACFT. IN FLIGHT SEPARATION OF THE WINGS, VERTICAL & HORIZONTAL STABILIZERS OCCURRED. THE ACFT PENETRATED A DENSE AREA OF THUNDERSTORMS WITH ACTIVITY UP TO INTENSE (LEVEL 5) & PROBABLY ENCOUNTERED SEVERE TURBULENCE. IN ADDITION THERE WOULD PROBABLY BEEN MODERATE TO SEVERE ICING IN RAIN SHAFTS WITHIN THE THUNDERSTORMS AT THE ACFT'S FLIGHT ALTITUDE. THE 0817 WX BRIEFING WAS INADEQUATE IN THAT THE AREA FORECAST WHICH WARNED OF THUNDERSTORM ACTIVITY ENROUTE WAS NOT UTILIZED.

Probable Cause and Findings

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: CLIMB - TO CRUISE

Findings

1. (F) PREFLIGHT BRIEFING SERVICE - INADEQUATE - ATC PERSONNEL(FSS)
2. (F) WEATHER CONDITION - THUNDERSTORM
3. (F) WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
4. (F) WEATHER CONDITION - ICING CONDITIONS
5. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CLIMB - TO CRUISE

Occurrence #3: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
7. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
8. WING,SPAR - OVERLOAD
9. WING,SPAR - FAILURE,TOTAL
10. WING - SEPARATION
11. HORIZONTAL STABILIZER SURFACE - OVERLOAD
12. HORIZONTAL STABILIZER SURFACE - FAILURE,TOTAL

Factual Information

Pilot Information

Certificate:	Private	Age:	68, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/23/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	20000 hours (Total, all aircraft), 350 hours (Total, this make and model), 20000 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N612J
Model/Series:	P210N P210N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	P21000702
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	500 Hours	Engines:	1 Reciprocating
Airframe Total Time:	696 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520-P
Registered Owner:	ROLOFF EVANGELISTIC ENTERPRISE	Rated Power:	310 hp
Operator:	ROLOFF EVANGELISTIC ENTERPRISE	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CLL, 0 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1549	Direction from Accident Site:	30°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	78° C / 0° C
Precipitation and Obscuration:			
Departure Point:	CORPUS CHRISTI, TX (C)	Type of Flight Plan Filed:	IFR
Destination:	KANSAS CITY, MO (C)	Type of Clearance:	Traffic Advisory
Departure Time:	0000	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	11/02/1983
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .	

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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](#).