



National Transportation Safety Board Aviation Accident Data Summary

Location:	NORMANGEE, TX	Accident Number:	FTW83FA031
Date & Time:	11/02/1982, 1018 CST	Registration:	N612J
Aircraft:	CESSNA P210N	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

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

Pilot Information

Certificate:	Private	Age:	68
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	ROLOFF EVANGELISTIC ENTERPRISE	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:		Engine Model/Series:	TSIO-520-P
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CLL, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Broken / 1000 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 220°
Temperature:	78° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	CORPUS CHRISTI, TX (C)	Destination:	KANSAS CITY, MO (C)

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):

Adopted Date: 11/02/1983

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/>.

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