



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SCHUYLER FALLS, NY	<b>Accident Number:</b>	NYC90FA060
<b>Date &amp; Time:</b>	01/29/1990, 2033 EST	<b>Registration:</b>	N854FE
<b>Aircraft:</b>	CESSNA 208B	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

THE CESSNA 208B MADE A TAKEOFF WITH LIGHT WET SNOW FALLING, AT NIGHT. THE AIRPLANE REACHED AN ALTITUDE OF 700 FT AGL PRIOR TO MAKING A STEEP DESCENT, STRIKING TREES AND IMPACTING INVERTED. RADAR DATA SHOWED THE AIRCRAFT LIFT OFF POINT AND INITIAL CLIMB RATE APPROACHED THAT SHOWN IN THE FLIGHT MANUAL FOR SHORT FIELD TECHNIQUE. TWO OTHER CESSNA 208'S PRECEDED THE ACCIDENT AIRCRAFT FROM THE SAME AIRPORT, ONE 13 MINUTES PRIOR AND THE OTHER 3 MINUTES PRIOR. RADAR DATA SHOWED THEY CLIMBED AT A SLOWER RATE. THE ACCIDENT AIRPLANE HAD COME FROM A HANGAR AND WAS NOT DEICED PRIOR TO DEPARTURE. A PILOT FLYING A IDENTICAL AIRPLANE WITH A SIMILAR LOAD COMMENTED THAT HIS CLIMB RATE WAS LOWER THAN NORMAL. ANOTHER PILOT COMMENTED THAT THIS WAS THE FIRST WET SNOW OF THE YEAR AND IT WAS STICKING TO HIS ENGINE COWLING.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF CONTROL INFLIGHT AFTER THE AIRPLANE STALLED DURING CLIMBOUT. THE STALL RESULTED FROM A LOSS OF LIFT DUE TO A CONTAMINATED WING SURFACE. CONTRIBUTING TO THE ACCIDENT WAS THE FAILURE OF THE PILOT TO DE-ICE THE AIRCRAFT PRIOR TO DEPARTURE.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. WEATHER CONDITION - SNOW
  2. (F) WEATHER EVALUATION - POOR - PILOT IN COMMAND
  3. WEATHER CONDITION - FOG
  4. (F) ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
  5. LIGHT CONDITION - DARK NIGHT
  6. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  7. WING,SKIN - CONTAMINATION
  8. (C) STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

9. OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last Medical Exam:</b>	03/15/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4999 hours (Total, all aircraft), 1482 hours (Total, this make and model), 4823 hours (Pilot In Command, all aircraft), 125 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	CESSNA	<b>Registration:</b>	N854FE
<b>Model/Series:</b>	208B 208B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	208B0172
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	11/21/1989, 100 Hour	<b>Certified Max Gross Wt.:</b>	8750 lbs
<b>Time Since Last Inspection:</b>	91 Hours	<b>Engines:</b>	1 Turbo Prop
<b>Airframe Total Time:</b>	390 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	PT6A-114
<b>Registered Owner:</b>	FEDERAL EXPRESS CORP.	<b>Rated Power:</b>	600 hp
<b>Operator:</b>	E. W. WIGGINS AIRWAYS, INC.	<b>Air Carrier Operating Certificate:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>	WIGGINS AIRWAYS	<b>Operator Designator Code:</b>	AXSA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	PLB, 371 ft msl	Observation Time:	1830 EST
Distance from Accident Site:	2 Nautical Miles	Direction from Accident Site:	10°
Lowest Cloud Condition:	Unknown / 0 ft agl	Temperature/Dew Point:	-2° C / -4° C
Lowest Ceiling:	Obscured / 300 ft agl	Visibility	0 Miles
Wind Speed/Gusts, Direction:	7 knots, 90°	Visibility (RVR):	0 ft
Altimeter Setting:	29 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	PLATTSBURGH, NY (PLB)	Type of Flight Plan Filed:	IFR
Destination:	SYRACUSE, NY (SYR)	Type of Clearance:	Special VFR
Departure Time:	2031 EST	Type of Airspace:	Class E

## Airport Information

Airport:	CLINTON COUNTY (PLB)	Runway Surface Type:	
Airport Elevation:	371 ft	Runway Surface Condition:	
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	ROBERT L HANCOCK	Adopted Date:	11/09/1992
Additional Participating Persons:	RAY DARLING; ALBANY, NY GARY CHEATUM; WICHITA, KS CHRISTIAN VIELLEUSE; MONTREAL, CD PHILLIP DOUGLAS; NORWOOD, MA		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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