



# Aviation Investigation Final Report

<b>Location:</b>	Poplar Bluff, Missouri	<b>Accident Number:</b>	GAA17CA150
<b>Date &amp; Time:</b>	February 6, 2017, 16:00 Local	<b>Registration:</b>	N246CA
<b>Aircraft:</b>	Beech F90	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Controlled flight into terr/obj (CFIT)	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that, during an instrument meteorological conditions flight, he chose to accomplish an area navigation approach. He reported that he descended to his minimum descent altitude of 800 ft, decreased the airspeed, and began looking outside the cockpit for the runway. He recalled that the visibility was 3/4 mile, and that, about 20 seconds later, the airplane struck tree tops. The pilot immediately executed the missed approach procedure and made an approach to an alternate airport. The right wing sustained substantial damage.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The pilot's descent below the minimum descent altitude during a nonprecision approach, which resulted in a tree strike.

## Findings

<b>Aircraft</b>	Altitude - Not attained/maintained
<b>Environmental issues</b>	Tree(s) - Effect on equipment
<b>Personnel issues</b>	Monitoring environment - Pilot

## Factual Information

### History of Flight

<b>Approach-IFR final approach</b>	Altitude deviation
<b>Approach-IFR final approach</b>	Controlled flight into terr/obj (CFIT) (Defining event)

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight engineer; Flight instructor	<b>Age:</b>	69, Male
<b>Airplane Rating(s):</b>	Single-engine sea; Multi-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	November 4, 2016
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	November 8, 2016
<b>Flight Time:</b>	(Estimated) 26500 hours (Total, all aircraft), 3424 hours (Total, this make and model), 128 hours (Last 90 days, all aircraft), 47 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Passenger Information

<b>Certificate:</b>		<b>Age:</b>	Female
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N246CA
<b>Model/Series:</b>	F90 UNDESIGNAT	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1980	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	LA-27
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	July 21, 2016 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	10950 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	8639.8 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	PT6A/60A
<b>Registered Owner:</b>		<b>Rated Power:</b>	750 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KPOF, 327 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	00:51 Local	<b>Direction from Accident Site:</b>	194°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>	Broken / 3100 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.76 inches Hg	<b>Temperature/Dew Point:</b>	13°C / 13°C
<b>Precipitation and Obscuration:</b>	Moderate - None - Fog		
<b>Departure Point:</b>	SHREVEPORT, LA (DTN )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Poplar Bluff, MO (POF )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	15:30 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	POPLAR BLUFF MUNI POF	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	331 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	RNAV
<b>Runway Length/Width:</b>	5008 ft / 100 ft	<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	36.773887,-90.324722(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	Shawn Phelps; FAA; Memphis, TN John Johnston; FAA; Memphis, TN
<b>Original Publish Date:</b>	September 7, 2017
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=94752">https://data.nts.gov/Docket?ProjectID=94752</a>

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