
 National Transportation Safety Board <b>FACTUAL REPORT</b> AVIATION		NTSB ID: LAX95FA077		Aircraft Registration Number: N754FE	
		Occurrence Date: 01/12/1995		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place PLEASANTON		State CA	Zip Code 94566	Local Time 1747	Time Zone PST
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility: 15			
Aircraft Information Summary					
Aircraft Manufacturer CESSNA		Model/Series 208B /208B		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>On January 12, 1995, at 1747 hours Pacific standard time, a Cessna 208B, N754FE, collided with terrain 4 miles west of Pleasanton, California, while approaching the Metropolitan Oakland International Airport (OAK), Oakland, California. The airplane was destroyed. The airline transport pilot received fatal injuries. The airplane was operated by West Air, Inc., Fresno, California, as a on-demand air cargo flight under 14 CFR Part 135. The flight originated in Visalia, California, at 1638 hours. Night visual meteorological conditions prevailed at the time and an IFR flight plan was filed.</p> <p>At 1738 hours, the pilot contacted Bay Approach Control, reported the airplane's altitude of 7,000 feet, and requested runway 27. The Bay Approach radar sector controller informed the pilot the VOR 9R approach was in use at the time; he could get a visual approach once the airport was in sight; and to fly a 300-degree heading and maintain 7,000 feet. According to the transcript of communications, 12 seconds later the pilot indicated he had the airport in sight. According to radar data, the airplane was more than 30 miles from the airport at the time of the pilot's radio transmission.</p> <p>At 1745 hours, the pilot was cleared for a visual approach to runway 27 at Oakland, and was instructed to stay north of the localizer approach course. At 1747 hours, the sector controller requested the pilot maintain "maximum speed on approach," and the pilot acknowledged.</p> <p>This was the last recorded radio transmission from the pilot. Radar and radio contact was lost with the airplane at a position 14 miles east of the airport at an altitude of 1,800 feet above mean sea level (msl). The aircraft wreckage was located about .4 nautical miles west of the last radar contact on the east slope of a ridge line at an elevation about 1,500 feet msl.</p>					
Pilot Information					
<p>The pilot held an airline transport pilot certificate which was issued on December 15, 1959. The most recent first-class medical certificate was issued to the pilot on April 11, 1994, and contained the limitation that correcting lenses be worn while exercising the privileges of his airman certificate.</p> <p>No personal flight records were located for the pilot, and the aeronautical experience listed on this report was obtained from information supplied from the airplane operator's accident report and a review of the pilot's resume.</p> <p>According to the operator, the pilot's total aeronautical experience consists of about 25,500 hours, of which 516 were accrued in the Cessna 208. In the preceding 90 and 30 days before the accident, the operator listed a total of 151.9 and 61 hours, respectively, flown in the Cessna 208B. The pilot also completed a 14 CFR Part 135 Airman Competency Check on December 29, 1994, in</p>					

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## Narrative (Continued)

a Cessna 208B.

## Meteorological Information

The closest official weather observation station is Livermore Municipal Airport, Livermore, California, which is located 5 nautical miles northeast of the accident site. The elevation of the weather observation station is 397 feet above sea level.

At 1646 hours, a record scheduled surface observation was reporting in part: sky condition and ceiling 1,500 scattered, estimated 5,000 broken; visibility 7 statute miles; winds calm; altimeter 30.06 Hg.

## Wreckage and Impact Information

The initial impact point was with trees located on the east slope of Sunol Ridge at 37-38.94 degrees north latitude and 121-56.71 degrees west longitude, at an elevation approximately 1,500 feet msl. The left wing topped two trees and left 6-foot of the left wing tip in a third tree. The airplane then struck the ground leaving gouges from the main landing gear and a crater 10 feet in diameter and about 1-foot deep. The crater and main landing gear gouges were found holding water at the time of arrival of the investigative team.

The wreckage path progressed up a 20-degree slope on a 240-degree magnetic bearing for about 90 feet to the tail of the airplane. The wreckage came to rest at the base of a tree. The engine and the right wing, along with the cockpit roof, separated from the fuselage and were found several feet up slope under the tree branches. The fuselage, along with the remainder of the left wing, was separated from the tail and came to rest inverted with the main landing gear up. The vertical stabilizer and rudder, and the horizontal stabilizers and elevator remained attached to the fuselage by means of the control cables and was under the fuselage. The control cables were traced to the cockpit area and found to be continuous.

The fuselage was also split circumferentially aft of the pilot's seat. The cockpit was twisted about 30 degrees left, and the firewall was crushed aft to the instrument panel.

All three propeller blades were found separated from the engine. Two blades were found up slope of the engine and a third was found in the crater still attached to a fractured piece of the hub. All three blades were twisted, exhibited forward bending at the tips, leading edge nicks and gouges, and chordwise scoring.


The crater was excavated further to reveal portions of the cargo pod with tie downs, wheel chocks, engine cowling plugs, pitot tube cover, and the nose gear. Examination of the nose gear revealed the oleo strut was bent aft parallel to the wheel axle.

Another ground scar was noted protruding about 20 feet, about 90 degrees to the wreckage path from the ground crater. The right aileron was found lying next to the scar with its longitudinal axis parallel to the axis of the ground scar.

The airplane's cargo was ejected from the fuselage and found up slope under the branches of trees. Most of the cargo was packed in cardboard containers. The cardboard was found wet.

## Medical and Pathological Information

A post mortem examination was conducted by the Alameda County Coroner's Office on January 15, 1995, with specimens retained for toxicological examination. No preexisting conditions were noted during the post mortem examination which would have adversely affected the decedents abilities to pilot an airplane. The results of the toxicological analysis revealed negative results for routine drug and

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## Narrative (Continued)

alcohol screens. Propranolol was detected in the liver by gas chromatography and was quantitated at 2.2 mg/kg.

## Tests and Research


## Engine Exam


The engine was examined on February 14, 1995, at an aircraft salvage yard in Sacramento, California. The engine was partially disassembled to view the internal compressor and turbine components. Circumferential rubs were present in the compressor and the turbine. According to the engine manufacturer, the rubs were a result of radial contact with the stationary shrouds or baffles inside the engine during the impact sequence. There was no evidence found during the engine exam that would have contributed to a loss of engine power.

## Additional Information

## Wreckage Release

The wreckage was released to the owner's representatives on February 14, 1995.

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<b>Landing Facility/Approach Information</b>					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
OAKLAND INTERNATIONAL ARP	OAK	6 Ft. MSL	27R	5453	150
Runway Surface Type: Asphalt					
Runway Surface Condition:					
Approach/Arrival Flown: Visual					
VFR Approach/Landing: Full Stop; Straight-in					
<b>Aircraft Information</b>					
Aircraft Manufacturer		Model/Series		Serial Number	
CESSNA		208B /208B		0249	
Airworthiness Certificate(s): Provisional (Special); Normal					
Landing Gear Type: Tricycle					
Amateur Built Acft? No	Number of Seats: 2	Certified Max Gross Wt. 8750 LBS		Number of Engines: 1	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Prop	P&W	PT6A-114A	675 HP		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
AAIP	01/1995	4 Hours	2073 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /	ELT Operated? Yes	ELT Aided in Locating Accident Site? Yes			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner		Street Address			
FEDERAL EXPRESS CORPORATION		3101 TCHULAHOMA			
		City	State	Zip Code	
		MEMPHIS	TN	38118	
Operator of Aircraft		Street Address			
WEST AIR, INC.		5005 E. ANDERSON AVE.			
		City	State	Zip Code	
		FRESNO	CA	93727	
Operator Does Business As: FEDERAL EXPRESS			Operator Designator Code: AWHHA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): On-demand Air Taxi					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter					
Type of Flight Operation Conducted: Unknown;Non-scheduled; Domestic; Cargo					

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**First Pilot Information**

Name On File	City On File	State On File	Date of Birth On File	Age 63
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Sex: M	Seat Occupied: Left	Occupational Pilot? <input type="checkbox"/> Civilian Pilot <input type="checkbox"/>	Certificate Number: On File
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Certificate(s): **Airline Transport; Commercial**

Airplane Rating(s): **Multi-engine Land; Single-engine Land**

Rotorcraft/Glider/LTA: **None**

Instrument Rating(s): **Airplane**

Instructor Rating(s): **Airplane Multi-engine; Airplane Single-engine; Instrument Airplane**

Current Biennial Flight Review?

Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 04/1994
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	25500	516	6557	19035		3200				
Pilot In Command(PIC)	20508	516	6557	13993						
Instructor										
Instruction Received										
Last 90 Days	151	151	151		65					
Last 30 Days	61	61	61		32					
Last 24 Hours	3	3	3		1					

Seatbelt Used? Yes <input type="checkbox"/>	Shoulder Harness Used? Yes <input type="checkbox"/>	Toxicology Performed? Yes <input type="checkbox"/>	Second Pilot? No <input type="checkbox"/>
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: IFR


Departure Point	State	Airport Identifier	Departure Time	Time Zone
VISALIA	CA	VIS	1633	PST
Destination	State	Airport Identifier		
OAKLAND	CA	OAK		

Type of Clearance: IFR

Type of Airspace: Class E

**Weather Information**

Source of Wx Information:  
  
**Commercial Weather Service**

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<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
LVK	1646	PST	397 Ft. MSL	5 NM	53 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			1500 Ft. AGL	Condition of Light: Night/Dark	
Lowest Ceiling: Overcast		5000 Ft. AGL		Visibility: 7 SM	Altimeter: 30.00 "Hg
Temperature: °C	Dew Point: °C	Weather Conditions at Accident Site:			
Wind Direction:		Wind Speed: Calm		Wind Gusts:	
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM				
Precip and/or Obscuration:					

<b>Accident Information</b>		
Aircraft Damage: Destroyed	Aircraft Fire: None	Aircraft Explosion: None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -	1				1
Other Ground	0	0	0		0
- GRAND TOTAL -	1	0	0		1

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Administrative Information

Investigator-In-Charge (IIC)

THOMAS H. WILCOX

Additional Persons Participating in This Accident/Incident Investigation:

ROBERT R CORBIN  
MEMPHIS, TN

DON TRIPLETT  
FRESNO, CA

ANDREW L HALL  
WICHITA, KS

MARK E FEENEY  
LONGUEIL, OF