

# From The NTSB

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While flying an ILS approach, the pilot of a Lancair LC41 (the basis of today's Cessna Corvalis) was advised by the tower controller that the runway visual range (RVR) was 600 feet. The controller then gave the pilot a landing clearance.



A little more than two minutes later, the pilot declared a missed approach and was given radar vectors for a second ILS approach. After turning inbound on the localizer for the second attempt the pilot was advised that the runway visual range was 600 feet, midfield 800 feet and roll out 800 feet. The pilot was then cleared to land. The tower controller observed the airplane turning on her radar display and issued missed approach instructions, which was followed by an inaudible transmission. There were no further transmissions from the pilot. The airplane impacted the top of an 85-foot tall tree with its right wingtip. The airplane subsequently crashed and was consumed by fire.

The published missed approach procedure instructed the pilot to climb to 900 feet, then climbing right turn to 4000 feet, intercept the 160 degree radial of the VORTAC, and proceed to a DME fix and hold. The airplane's turn was consistent with the missed approach course; however, a climb to 900 feet is required prior to commencing the turn, as outlined on the approach plate's missed approach instructions. It appears the pilot likely misinterpreted the missed approach instructions by making the right hand turn prior to initiating a climb to 900 feet, which resulted in the subsequent impact with the tree.

The National Transportation Safety Board determined the probable cause(s) of this accident as follows: "The pilot's failure to follow the missed approach procedure. Contributing to the accident were the fog and below landing minimums visibility conditions."