



National Transportation Safety Board Aviation Accident Final Report

Location:	CHARLOTTE, NC	Accident Number:	ATL88LA083
Date & Time:	01/19/1988, 1913 EST	Registration:	N996SA
Aircraft:	de Havilland DHC-6-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

DURING THE FINAL APPROACH ON THE INSTRUMENT LANDING SYSTEM, THE PILOT DESCENDED BELOW THE GLIDEPATH. THE AIRCRAFT COLLIDED WITH A TREE AND STRUCK THE GROUND SHORT OF THE RUNWAY THRESHOLD.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. OBJECT - TREE(S)
2. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS

Factual Information

Pilot Information

Certificate:	Commercial	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last Medical Exam:	11/02/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8900 hours (Total, all aircraft), 320 hours (Total, this make and model), 8860 hours (Pilot In Command, all aircraft), 95 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	de Havilland	Registration:	N996SA
Model/Series:	DHC-6-200 DHC-6-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	159
Landing Gear Type:	Tricycle	Seats:	8
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	11000 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	PT6A-20
Registered Owner:	MOUNTAIN AIR CARGO, INC.	Rated Power:	500 hp
Operator:	MOUNTAIN AIR CARGO, INC.	Air Carrier Operating Certificate:	Air Cargo

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	CLT, 749 ft msl	Observation Time:	1923 EST
Distance from Accident Site:	1 Nautical Miles	Direction from Accident Site:	180°
Lowest Cloud Condition:	Unknown / 0 ft agl	Temperature/Dew Point:	6° C / 6° C
Lowest Ceiling:	Obscured / 0 ft agl	Visibility	0 Miles
Wind Speed/Gusts, Direction:	8 knots, 70°	Visibility (RVR):	600 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	ERIE, PA (ERI)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class E

Airport Information

Airport:	CHARLOTTE/DOUGLAS (CLT)	Runway Surface Type:	Asphalt
Airport Elevation:	749 ft	Runway Surface Condition:	Wet
Runway Used:	36L	IFR Approach:	ILS
Runway Length/Width:	10000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	KAREN BURNETT	Adopted Date:	04/25/1989
Additional Participating Persons:	IAN GILCHRIST; DEHAVILLAND, OF TONY FROCK; WINSTON SALEM, NC		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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