



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MADISON, NC	<b>Accident Number:</b>	ATL89FA071
<b>Date &amp; Time:</b>	01/11/1989, 0728 EST	<b>Registration:</b>	N9330B
<b>Aircraft:</b>	CESSNA 208B	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

AS THE PLT WAS EN ROUTE TO GREENSBORO (HIS DESTN), HE FLEW PAST SHILOH & NOTED THAT WX AT THE ARPT WAS CLEAR, BUT FROM ABOUT 10 SOUTH OF SHILOH, GROUND FOG EXTENDED TO THE SOUTH. AT 0634 EST, HE CONTACTED GREENSBORO TOWER & WAS ADZD THE RVR WAS 1600 FT. HIS MINIMUMS WERE 1800 FT. HE HELD FOR A PERIOD OF TIME, BUT THE WX CONTD TO DETERIORATE, SO HE DIVERTED TO THE ROCKINGHAM COUNTY/SHILOH ARPT, WHERE NO WX RPRTG FACILITIES WERE AVAILABLE. AFTER BEING VECTORED OVER THE ALTERNATE ARPT, HE WAS UNABLE TO GET ENOUGH VISUAL CUES FOR A VISUAL APCH, SO HE ELECTED TO MAKE AN SDF APCH. THE PLT STATED THAT WHEN HE REACHED THE MIN DSCNT ALT (MDA), HE SAW THE RWY & PROCEEDED TO MAKE A VISUAL APCH. AS HE CONTD, PATCHY FOG BEGAN TO OBSCURE THE RWY, SO HE MANEUVERED THE ACFT TO KEEP IT IN SITE, THEN ELECTED TO GO AROUND. HOWEVER, AS HE BEGAN THE GO-AROUND, THE ACFT HIT TREES & CRASHED. ELEVATION OF THE CRASH SITE WAS APRX 700 FT. MDA FOR THE APCH WAS 1120 FT MSL.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER IFR PROCEDURE BY THE PILOT AND HIS FAILURE TO MAINTAIN THE MINIMUM DESCENT ALTITUDE (MDA). CONTRIBUTING FACTORS WERE: LOW CEILING, FOG, DELAYED MISSED APPROACH BY THE PILOT, AND TREES.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

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### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - FOG
3. (F) MISSED APPROACH - DELAYED - PILOT IN COMMAND
4. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
5. (F) OBJECT - TREE(S)
6. (C) MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	22, 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>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last Medical Exam:</b>	06/18/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2100 hours (Total, all aircraft), 360 hours (Total, this make and model), 1800 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	CESSNA	<b>Registration:</b>	N9330B
<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>	208B0053
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	11/23/1988, AAIP	<b>Certified Max Gross Wt.:</b>	8750 lbs
<b>Time Since Last Inspection:</b>	101 Hours	<b>Engines:</b>	1 Turbo Prop
<b>Airframe Total Time:</b>	896 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>	ATLANTIC AERO, INC	<b>Rated Power:</b>	600 hp
<b>Operator:</b>	ATLANTIC AERO, INC	<b>Air Carrier Operating Certificate:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	GSO, 926 ft msl	Observation Time:	0650 EST
Distance from Accident Site:	20 Nautical Miles	Direction from Accident Site:	206°
Lowest Cloud Condition:	Unknown / 0 ft agl	Temperature/Dew Point:	2° C / 2° C
Lowest Ceiling:	Obscured / 100 ft agl	Visibility	0 Miles
Wind Speed/Gusts, Direction:	4 knots, 20°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	ROANOKE, VA (ROA)	Type of Flight Plan Filed:	IFR
Destination:	GREENSBORO, NC (GSO)	Type of Clearance:	IFR
Departure Time:	0620 EST	Type of Airspace:	Class G

## Airport Information

Airport:	ROCKINGHAM COUNTY/SHILOH (NC14)	Runway Surface Type:	Asphalt
Airport Elevation:	676 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	SDF
Runway Length/Width:	5200 ft / 100 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	WALTER G STINER	Adopted Date:	04/19/1990
Additional Participating Persons:	REYNOLD BISHOP; 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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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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