



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	HUNTINGTON, WV	<b>Accident Number:</b>	ATL85LA086
<b>Date &amp; Time:</b>	01/31/1985, 2045 EST	<b>Registration:</b>	N95HA
<b>Aircraft:</b>	BEECH E18S	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious, 2 Minor
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

3-4 INCH SNOW ACCUMULATION ON ACFT PRIOR TO FLT. PLT SAID HE SWEPT SNOW OFF EXCEPT AN AREA HE COULD NOT REACH. HEAVY SNOWFALL, WET SNOW REPORTED AS ACFT WAS PREPARED FOR DEPARTURE, DRG RUNUP, TAXI AND TAKEOFF. PLT ADVISED BY TOWER THAT VISIBILITY WAS 1/8 MILE WITH FOG AND SNOW. PUBLISHED TKOF MINIMUM FOR FAR 135 OPN WAS 1/2 MILE. AFTER RIKING SNOWPLOW LOCATED 150 FEET LEFT OF RWY. ACFT CONTINUED OVER EMBANKMENT AND CAME TO REST INVERTED. ICE AND SNOW FND ON UPPER TAIL SURFACE. ELEVATOR TRIM INDICATED FULL NOSE DN. AILERON TRIM IND LEFT BANK. WITNESSES SAID ENGS SOUNDED NORMAL, LDG LIGHTS ON, 600 FEET VISIBILITY FROM POSITION OF SNOWPLOW. PLT SAID 35 INCHES MAP WHEN DESCENDING. MAP INCREASED WITH ADDITIONAL THROTTLE. NO ENGINE ROUGHNESS.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) LIGHT CONDITION - DARK NIGHT
  2. (F) WEATHER CONDITION - FOG
  3. (F) WEATHER CONDITION - SNOW
  4. (C) ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
  5. (F) PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
  6. (F) WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS
  7. (F) IFR PROCEDURE - DISREGARDED - PILOT IN COMMAND
  8. TERRAIN CONDITION - SNOW COVERED
  9. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

10. OBJECT - VEHICLE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	34, 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
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	12/22/1984
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	7022 hours (Total, all aircraft), 3000 hours (Total, this make and model), 6802 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N95HA
<b>Model/Series:</b>	E18S E18S	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	BA-148
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	02/01/1985, Annual	<b>Certified Max Gross Wt.:</b>	9700 lbs
<b>Time Since Last Inspection:</b>	65 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	5877 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	R-985-AN14B
<b>Registered Owner:</b>	HOGAN AIR, INC.	<b>Rated Power:</b>	450 hp
<b>Operator:</b>	HOGAN AIR, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>	HOTAL ALPHA, INC.	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	HTS, 828 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2050 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	125 Miles
Lowest Ceiling:	Obscured / 100 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1° C / 1° C
Precipitation and Obscuration:			
Departure Point:	HUNTINGTON, WV (HTS)	Type of Flight Plan Filed:	IFR
Destination:	LOUISVILLE, KY (SDF)	Type of Clearance:	IFR
Departure Time:	2045 EST	Type of Airspace:	

## Airport Information

Airport:	TRI STATE AIRPORT (HTS)	Runway Surface Type:	Asphalt
Airport Elevation:	828 ft	Runway Surface Condition:	Slush covered; Snow--wet
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	6509 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 2 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JOHN B DRAKE	Report Date:	
Additional Participating Persons:	SHIRLAND KEMP; CHARLESTON, WV		
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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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).