



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	PAGELAND, SC	<b>Accident Number:</b>	ATL88FA230
<b>Date &amp; Time:</b>	08/16/1988, 0735 EDT	<b>Registration:</b>	N21TP
<b>Aircraft:</b>	BEECH 60	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

THE AIRPLANE WAS OBSERVED TO APPROACH THE AIRPORT FROM THE NORTHWEST. AS IT CROSSED THE NORTHEAST END OF THE RUNWAY, IT INITIATED A RIGHT TURN TO CROSS THE RUNWAY ABOUT THE MIDPOINT TO A POSITION FOR A LEFT DOWNWIND FOR LANDING ON RUNWAY 5. ITS ALTITUDE WAS ESTIMATED TO BE ABOUT 200-300 FEET ABOVE THE GROUND AND THE LANDING GEAR WAS DOWN. THE WITNESS DID NOT OBSERVE THE AIRPLANE FURTHER. IT COLLIDED WITH THE GROUND ABOUT 0.4 MILES FROM THE THRESHOLD. THE MORNING SUN WAS ABOUT 10 DEGREES ABOVE THE HORIZON AND WAS ABOUT 33 DEGREES TO THE RIGHT OF THE RUNWAY CENTERLINE. IT WOULD HAVE BEEN IN THE PILOT'S FACE DURING HIS FLIGHT FROM THE LAST DEPARTURE POINT. THE LANDING RUNWAY SLOPED UPWARD FROM THE LANDING THRESHOLD. THE LOWER-THAN-NORMAL TRAFFIC PATTERN, THE SUN'S POSITION IN RELATION TO THE AIRPLANE FLIGHT PATH, AND THE RUNWAY SLOPE COULD HAVE CAUSED THE PILOT TO PERCEIVE HIS ALTITUDE AS BEING HIGHER THAN IT ACTUALLY WAS.

## 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: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

### Findings

1. (F) LIGHT CONDITION - SUNGLARE
2. (F) TERRAIN CONDITION - UPHILL
3. (C) PROPER ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. (F) VISUAL/AURAL DETECTION - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	38, 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>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	07/25/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1250 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N21TP
<b>Model/Series:</b>	60 60	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	P-114
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	12/22/1987, Annual	<b>Certified Max Gross Wt.:</b>	6725 lbs
<b>Time Since Last Inspection:</b>	132 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3833 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	TIO-541-E1AC4
<b>Registered Owner:</b>	RICKEY L NEWSOM	<b>Rated Power:</b>	380 hp
<b>Operator:</b>	RICKEY L. NEWSOM	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	CLT, 749 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	0651 EDT	Direction from Accident Site:	315°
Lowest Cloud Condition:	Scattered / 14000 ft agl	Visibility	6 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23° C / 22° C
Precipitation and Obscuration:			
Departure Point:	ROCK HILL, SC	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0715 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	PAGELAND (35J)	Runway Surface Type:	Asphalt
Airport Elevation:	580 ft	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	3700 ft / 60 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	WALTER G STINER	Report Date:	09/25/1989
Additional Participating Persons:	CECIL DAVIDSON; COLUMBIA, SC DAVID SEXTON; COLUMBIA, SC JAMES STABLEY; WILLIAMSPORT, PA KENNETH GARDNER; WICHITA, KS		
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:pubinq@ntsb.gov">pubinq@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](#).