



National Transportation Safety Board Aviation Accident Final Report

Location:	KEYSER, WV	Accident Number:	ATL83FA247
Date & Time:	06/30/1983, 1030 EDT	Registration:	N215W
Aircraft:	BEECH G18S	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE MANAGER OF BLACKHAWK AIRWAYS HAD CLEARED THE FLT FOR A 1000 EDT DEPARTURE, BUT THE ACTUAL TAKEOFF TIME WAS NOT ESTABLISHED. NO RECORD OF A PREFLT WX BRIEFING WAS FOUND. HOWEVER, DURING A TELEPHONE CONVERSATION PRIOR TO THE FLT, THE PLT INDICATED TO HIS MANAGER THAT THE CLOUDS WOULD BE LOWER IN THE MOUNTAINS. AT APRX 1030, GROUND WITNESSES OBSERVED AN ACFT, MATCHING THE DESCRIPTION OF N215W, CIRCLING BENEATH THE CLOUDS AT KEYSER, WV, THEN DEPART TO THE SOUTHWEST. WHEN THE ACFT DID NOT ARRIVE AT ITS DESTINATION, A SEARCH WAS BEGUN. IT WAS FOUND WHERE IT HAD IMPACTED RISING TERRAIN APRX 6 MI SOUTHWEST OF KEYSER. THE IMPACT OCCURRED ON A 26 DEG SLOPE, AT APRX THE 3000 FT LEVEL, JUST BELOW A 3104 FT PEAK. THE ACFT WAS CLIMBING WHEN IT IMPACTED WOODED TERRAIN. A PLT/MECHANICAL, WHO OPERATED AN ARPT APRX 3 MI SOUTHEAST OF KEYSER, REPORTED THERE WAS FOG IN THE MORNING HRS WITH A CEILING OF ABOUT 2000 FT UNTIL MIDDAY & THAT THE MOUNTAIN TOPS IN THE VICINITY OF THE CRASH SITE WERE OBSCURED.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - HIGH TERRAIN
3. (F) WEATHER CONDITION - CLOUDS
4. (F) WEATHER CONDITION - LOW CEILING
5. (F) WEATHER CONDITION - FOG
6. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: CLIMB

Findings

7. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. (F) TERRAIN CONDITION - RISING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	38, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/01/1983
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	7000 hours (Total, all aircraft), 4000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N215W
Model/Series:	G18S G18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	BA 581
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	06/03/1983, AAIP	Certified Max Gross Wt.:	10100 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	12686 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985-14B
Registered Owner:	BLACKHAWK AIRWAYS, INC.	Rated Power:	450 hp
Operator:	BLACKHAWK AIRWAYS, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	EKN, 1987 ft msl	Distance from Accident Site:	47 Nautical Miles
Observation Time:	1000 EDT	Direction from Accident Site:	240°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19° C / 17° C
Precipitation and Obscuration:			
Departure Point:	WINCHESTER, VA (W16)	Type of Flight Plan Filed:	None
Destination:	IOWA CITY, IA (IOW)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS	Report Date:	
Additional Participating Persons:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).