



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WAYNESVILLE, NC	<b>Accident Number:</b>	ATL84FA058
<b>Date &amp; Time:</b>	11/24/1983, 1755 EST	<b>Registration:</b>	N6623C
<b>Aircraft:</b>	CESSNA 414A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

AFTER DEPARTURE AT 1417 CST, RADAR TRACK SHOWED THE ACFT CLIMBING TO & MAINTAINING 7,600 FT UNTIL ABOUT 1733 EST & 28-30 MI NORTH OF THE KNOXVILLE VOR. THE ACFT THEN DESCENDED & CROSSED THE SNOWBIRD VOR AT ABOUT 6,700 FT. THERE WERE SEVERAL UP & DOWN ALTITUDE EXCURSIONS. AFTER CROSSING SNOWBIRD VOR THE ACFT TURNED SOUTH & AGAIN THERE WERE ALTITUDE EXCURSIONS. THE FINAL RADAR CONTACT WAS AT 6,100 FT & ABOUT 1 MI FROM THE CRASH SITE. THE ACFT HAD IMPACTED MOUNTAINOUS TERRAIN AT ABOUT 6,000 FT MSL & 11 MI FROM THE DESTINATION. METEOROLOGICAL CONDITIONS AT THE CRASH SITE INCLUDED LOW CLOUDS & PRECIPITATION. THE PLT'S BLOOD ALCOHOL LEVEL WAS 0.04%.

## 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 ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

### Findings

1. (F) WEATHER CONDITION - CLOUDS
2. (F) WEATHER CONDITION - RAIN
3. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: CRUISE - NORMAL

### Findings

4. (F) LIGHT CONDITION - DARK NIGHT
5. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. (F) TERRAIN CONDITION - HIGH TERRAIN
7. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND
8. (C) IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	06/04/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2000 hours (Total, all aircraft), 713 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6623C
<b>Model/Series:</b>	414A 414A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	414A0033
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	03/02/1983, Annual	<b>Certified Max Gross Wt.:</b>	6750 lbs
<b>Time Since Last Inspection:</b>	157 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	73 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	TSIO-520-N
<b>Registered Owner:</b>	MARTIN TOOL WORKS	<b>Rated Power:</b>	310 hp
<b>Operator:</b>	MARTIN TOOL WORKS	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	AVL, 2165 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	1752 EST	Direction from Accident Site:	95°
Lowest Cloud Condition:	Scattered / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Broken / 1500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	10° C / 9° C
Precipitation and Obscuration:			
Departure Point:	WEST CHICAGO, IL (DPA)	Type of Flight Plan Filed:	None
Destination:	SYLVA, NC (24A)	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:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	WALTER G STINER	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 <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> .		

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.

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](#).