



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	GREENVILLE, SC	<b>Accident Number:</b>	ATL84FA084
<b>Date &amp; Time:</b>	01/17/1984, 0738 EST	<b>Registration:</b>	N81717
<b>Aircraft:</b>	Rockwell 690B	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	4 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

---

## Analysis

AS THE PLT WAS MAKING AN ILS APPROACH IN IMC WEATHER, THE ACFT DESCENDED INTO TREES & CRASHED ABOUT 1-1/2 MI FROM THE RWY THRESHOLD. THE DECISION HEIGHT FOR THIS APPROACH WAS 1316 FT MSL & WAS LOCATED LESS THAN A MILE FROM THE THRESHOLD. A CONTROLLER SAID THAT THE LAST ALT READOUT HE REMEMBERS FOR THE ACFT WAS 1200 FT AT ABOUT 2 MILES FROM THRESHOLD. WHEN THE RADAR TARGET DISAPPEARED FROM THE DISPLAY, THE CONTROLLER ASKED FOR A POSITION REPORT, BUT RECEIVED NO REPLY. THE 0740 EST WX A GREENVILLE, SC WAS IN PART: SKY CONDITION ZERO OBSCURED, VISIBILITY ZERO WITH FOG, WIND CALM. THE ELEVATION OF THE CRASH SITE WAS 980 FT MSL.

## Probable Cause and Findings

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

## Findings

---

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

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

### Findings

1. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS
5. (C) DECISION HEIGHT - MISJUDGED - PILOT IN COMMAND
6. (C) MISSED APPROACH - DELAYED - PILOT IN COMMAND
7. (F) OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	58, 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>	Yes
<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>	05/11/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	13834 hours (Total, all aircraft), 1126 hours (Total, this make and model), 13735 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Rockwell	<b>Registration:</b>	N81717
<b>Model/Series:</b>	690B 690B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	11445
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	11/02/1983, 100 Hour	<b>Certified Max Gross Wt.:</b>	10375 lbs
<b>Time Since Last Inspection:</b>	54 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	11540 Hours	<b>Engine Manufacturer:</b>	AIRESEARCH
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TPE-331-251-K
<b>Registered Owner:</b>	INTEGRATED PRODUCTS, INC.	<b>Rated Power:</b>	715 hp
<b>Operator:</b>	INTEGRATED PRODUCTS, INC.	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GMU, 1048 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	0740 EST	Direction from Accident Site:	5°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-2° C / -4° C
Precipitation and Obscuration:			
Departure Point:	ROME, GA (RMG)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class E

## Airport Information

Airport:	GREENVILLE (GMU)	Runway Surface Type:	Asphalt
Airport Elevation:	1048 ft	Runway Surface Condition:	Wet
Runway Used:	36	IFR Approach:	ILS
Runway Length/Width:	5393 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS	Report Date:	
Additional Participating Persons:	CYNTHIA L BOWMAN; ATLANTA, GA TONY GOBLE; COLUMBIA, SC BOB CATES; BETHANY, OK DAVID KEEGAN; PHOENIX, AZ		
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> .		

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](#).