



National Transportation Safety Board Aviation Accident Final Report

Location:	HAYESVILLE, NC	Accident Number:	ATL85LA273
Date & Time:	09/11/1985, 0105 EDT	Registration:	N128SP
Aircraft:	CESSNA 404	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation -

Analysis

FISHERMAN HEARD AN AIRCRAFT OVERHEAD BUT DID NOT SEE ANY SIGN OF IT IN THE NIGHT SKY. SHORTLY THEREAFTER THEY SAW A FLASH AND FIRE ON THE SIDE OF A MOUNTAIN, THEN THEY HEARD THE EXPLOSION. THE SHERIFF WAS CALLED AND AN INVESTIGATION REVEALED A CRASHED AIRCRAFT. THERE WERE NO SIGNS OF OCCUPANTS IN OR NEAR THE AIRCRAFT. THE NEXT MORNING THE BODY OF A HEAVILY ARMED MAN WHO HAD ON A PARACHUTE AND A DEPLOYED RESERVE PARACHUTE WAS FOUND SEVERAL MILES AWAY IN A RESIDENTIAL AREA. A KEY TO THE CRASHED AIRCRAFT WAS FOUND ON THE BODY.

Probable Cause and Findings

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

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) AIRCRAFT HANDLING

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

2. TERRAIN CONDITION - MOUNTAINOUS/HILLY

3. (C) AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INTENTIONAL - PILOT IN COMMAND

Occurrence #3: FIRE/EXPLOSION
Phase of Operation: OTHER

Factual Information

Pilot Information

Certificate:		Age:	
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N128SP
Model/Series:	404 404	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	404 0429
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	8400 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	GTSIO-520-M
Registered Owner:		Rated Power:	375 hp
Operator:	OPEX, AVIATION, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	TYS, 981 ft msl	Distance from Accident Site:	45 Nautical Miles
Observation Time:	0051 EDT	Direction from Accident Site:	250°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20° C / 19° C
Precipitation and Obscuration:			
Departure Point:	UNKNOWN	Type of Flight Plan Filed:	None
Destination:	UNKNOWN	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):	CHARLES T FOUTS	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/ .		

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](#).