



National Transportation Safety Board

Aviation Accident Final Report

Location:	HUNTINGTON, WV	Accident Number:	ATL85FA283
Date & Time:	09/25/1985, 0537 EDT	Registration:	N25Q
Aircraft:	BEECH D18S	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE ACFT CONTACTED THE TERRAIN WITH THE LEFT WING TIP, CARTWHEELED AND CAME TO REST INVERTED DURING AN ILS RWY 12 APCH AT HUNTINGTON (HTS). MINIMUM APCH VISIBILITY FOR THE ILS IS 3/4 OF A MILE. WHILE EN ROUTE THE PLT WAS INFORMED THE HTS VISIBILITY WAS 1/8 OF A MILE. A MISSED APCH WAS PERFORMED ON THE FIRST ILS. DURING THE MISSED APCH CLIMB THE TRANSPONDER CODE IN THE ACFT WAS CHANGED TO 7600. RADAR DATA INDICATED THAT AFTER THE 2ND ILS APCH, THE ACFT MADE A CLIMBING LEFT TURN. WHEN APRX 2 MILES SE OF THE ARPT, AT 2100 FT, THE ACFT MADE A SHARP RIGHT TURN. THE RADAR TARGET DISAPPEARED SHORTLY THEREAFTER. THE ACFT CONTACTED THE TERRAIN ON A HEADING OF 260 DEGS BETWEEN RWY 30 AND THE PARALLEL TAXIWAY.

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 TERRAIN/WATER

Phase of Operation: CIRCLING (IFR)

Findings

1. WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS
2. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
3. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. (C) MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
5. AIR/GROUND COMMUNICATIONS - IMPROPER USE OF - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/25/1985
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	3900 hours (Total, all aircraft), 20 hours (Total, this make and model), 1800 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N25Q
Model/Series:	D18S D18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	A823
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	07/26/1985, 100 Hour	Certified Max Gross Wt.:	10100 lbs
Time Since Last Inspection:	73 Hours	Engines:	2 Reciprocating
Airframe Total Time:	9797 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985-14B
Registered Owner:	UNITED LEASING CORP.	Rated Power:	450 hp
Operator:	TRANSTAR AVIATION, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	BHDA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	HTS, 828 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0552 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	7°C / 7°C
Precipitation and Obscuration:			
Departure Point:	INDIANAPOLIS, IN (IND)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0355 EDT	Type of Airspace:	Class G

Airport Information

Airport:	TRI STATE WALKER LONG FLD (HTS)	Runway Surface Type:	Asphalt
Airport Elevation:	828 ft	Runway Surface Condition:	Wet
Runway Used:	12	IFR Approach:	ILS
Runway Length/Width:	6509 ft / 150 ft	VFR Approach/Landing:	None

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:	ROBERT DIPPI; CHARLESTON, WV JOHN E WARD; 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.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](#).