



National Transportation Safety Board Aviation Accident Final Report

Location:	COPPERHILL, TN	Accident Number:	ATL86MA080
Date & Time:	02/22/1986, 0730 EST	Registration:	N74FA
Aircraft:	BEECH G18S	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE PLT WAS ALERTED AT 0100 FOR 0200 FLT FM KENOSHA TO MILWAUKEE, WI TO PICK UP CARGO FOR A FLT TO ATLANTA, GA. AT 0310, THE ACFT DEPTD MILWAUKEE IN VFR. EN ROUTE, THE PLT OBTAINED WX & AN IFR CLNC. SOME OF HIS RDO XMSNS WERE NOT STANDARD. AT 0433, HE COMPLIED WITH ATC REQUEST FOR FREQ CHG, BUT HIS RDO XMSNS WERE NOT CLEAR. APRX 5 MIN LATER, ATC ASKED THE PLT TO CHG FREQ AGAIN, BUT 5 CALLS WERE MADE BFR HE REPLIED. HIS LAST XMSN WAS AT 0445:48; HE DIDN'T RESPOND TO FURTHER ATC CALLS. THE ACFT CONTD CRUISING AT 11,000' UNTIL 0621, THEN IT DSCNDD W/O CLNC. RADAR CONTACT WAS LOST AT 0627 CST (0727 EST). SHORTLY THEREAFTER, IT IMPACTED TREES ON A MTN, THEN CRASHED TO THE GND & BURNED. A WITNESS BELIEVED THE ENGS WERE THROTTLED BACK BFR IMPACT. ALSO, THE WITNESS RPRTD LOW CLDS & FOG, BUT SAID THE MTN WAS VISIBLE & WAS NOT OBSCURED. THE PLT HAD A 0.158% BAC, NO SLEEP FOR 21.5 HRS, HISTORY OF ALCOHOL ABUSE, 7 PRIOR DWI CONVICTIONS (& NDR REC). ALSO, HE FALSIFIED FAA MEDICAL APPLICATIONS. FAA WAS ADVISED IN 1984, BUT TOOK NO ACTION.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. (C) IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
 3. (F) FATIGUE - PILOT IN COMMAND
 4. (F) FATIGUE(FLIGHT SCHEDULE) - COMPANY/OPERATOR MANAGEMENT
 5. (F) INSUFF STANDARDS/REQUIREMENTS,OPERATION/OPERATOR - COMPANY/OPERATOR MGMT
 6. (F) INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
 7. (C) JUDGMENT - POOR - PILOT IN COMMAND
 8. (F) COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MANAGEMENT
 9. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 10. (C) DESCENT - UNCONTROLLED - PILOT IN COMMAND
 11. (F) FATIGUE(LACK OF SLEEP) - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

12. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 13. OBJECT - TREE(S)
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	36, 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; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/09/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7500 hours (Total, all aircraft), 2500 hours (Total, this make and model), 118 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N74FA
Model/Series:	G18S G18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BA-504
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	10/01/1985, 100 Hour	Certified Max Gross Wt.:	9700 lbs
Time Since Last Inspection:	37 Hours	Engines:	2 Reciprocating
Airframe Total Time:	14640 Hours	Engine Manufacturer:	P&W
ELT:	Installed	Engine Model/Series:	R-985-AN-14B
Registered Owner:		Rated Power:	450 hp
Operator:	K AIRWAYS, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	CHA, 682 ft msl	Distance from Accident Site:	44 Nautical Miles
Observation Time:	0650 EST	Direction from Accident Site:	269°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Overcast / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	8° C / 6° C
Precipitation and Obscuration:			
Departure Point:	MILWAUKEE, WI (MKE)	Type of Flight Plan Filed:	IFR
Destination:	ATLANTA, GA (PDK)	Type of Clearance:	IFR
Departure Time:	0330 CST	Type of Airspace:	Class G

Airport Information

Airport:	MARTIN CAMPBELL (1A3)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		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):	WALTER G STINER	Report Date:	02/20/1988
Additional Participating Persons:	BURTON H SIMON DEAN M THOMPSON		
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.nts.gov/pubdms/ .		

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