



National Transportation Safety Board Aviation Accident Final Report

Location:	MAYFIELD, KY	Accident Number:	ATL89FA213
Date & Time:	09/15/1989, 2110 CDT	Registration:	N887PE
Aircraft:	BEECH 100	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	6 Fatal

Flight Conducted Under: Part 91: General Aviation - Executive/Corporate

Analysis

DURING ARRIVAL, THE FLT WAS ISSUED THE CURRENT PADUCAH ALTIMETER SETTING. THE PLT REQUESTED VECTORS FOR AN APCH TO RWY 18, BUT THE ARTCC CONTROLLER (CTLR) COULD NOT ACCOMMODATE THE REQUEST. THE PLT WAS CLRD FOR A VOR/DME-A APCH. MDA FOR THE APCH WAS 1080' MSL (600' AGL). AT 2108 CDT, THE FLT CHGD TO THE FBO FREQ. FBO PSNL OBSERVED THE ACFT FLY OVER THE ARPT & ADZD THAT IT WAS TOO LOW. ONE OF THE PLTS REPLIED THAT THEY WOULD BE 'STAYING UNDER THE CLOUDS.' THE PLTS HAD PLANNED TO LAND ON RWY 36, BUT RPRTD THEY LOST SIGHT OF THE RWY & WOULD CHANGE TO RWY 18. SUBSEQUENTLY, THE ACFT COLLIDED WITH A TREE ABOUT 1 MI NNE OF THE ARPT, WHILE ON A WESTERLY HDG (APRX PSN OF BASE LEG FOR A VFR PATTERN). THE ACFT CAME TO REST ABT 700' WEST OF THE TREE & WAS DESTROYED BY IMPACT & FIRE. NO PREIMPACT PART FAILURE/MALFUNCTION OF THE ACFT WAS FND. APRX 30 MI WEST AT PADUCAH, THE WX WAS IN PART: 200' SCATTERED, 900' OVC VIS 3 MI WITH RAIN & FOG, WND FM 360 DEG AT 7 KTS. THE ARPT MANAGER ESTIMATED THERE WAS A 200' CEILING AT THE ARPT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO FOLLOW IFR PROCEDURES AND MAINTAIN THE MINIMUM DESCENT ALTITUDE (MDA). FACTORS RELATED TO THE ACCIDENT WERE: DARKNESS, THE ADVERSE WEATHER CONDITIONS, AND THE TREE.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - RAIN
5. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
6. (F) OBJECT - TREE(S)
7. (C) MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	31, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/11/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8000 hours (Total, all aircraft), 400 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N887PE
Model/Series:	100 100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	B-49
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	07/20/1989, 100 Hour	Certified Max Gross Wt.:	10600 lbs
Time Since Last Inspection:	30 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	9386 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6-28
Registered Owner:	JAMES HOLMES	Rated Power:	680 hp
Operator:	JAMES HOLMES	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	PAH, 410 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	2120 CDT	Direction from Accident Site:	295°
Lowest Cloud Condition:	Scattered / 200 ft agl	Visibility	3 Miles
Lowest Ceiling:	Overcast / 900 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17° C / 16° C
Precipitation and Obscuration:			
Departure Point:	ORLANDO, FL (ORL)	Type of Flight Plan Filed:	IFR
Destination:	(M25)	Type of Clearance:	IFR
Departure Time:	1900 EDT	Type of Airspace:	Class G

Airport Information

Airport:	MAYFIELD GRAVES COUNTY (M25)	Runway Surface Type:	Asphalt
Airport Elevation:	522 ft	Runway Surface Condition:	Wet
Runway Used:	18	IFR Approach:	VOR/DME
Runway Length/Width:	4625 ft / 100 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	5 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	6 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	09/30/1991
Additional Participating Persons:	WILLIAM SCOTT; LOUISVILLE, KY DEAN THOMPSON; 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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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