



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MORGANTON, NC	<b>Accident Number:</b>	ATL92FA049
<b>Date &amp; Time:</b>	02/26/1992, 0826 EST	<b>Registration:</b>	N347G
<b>Aircraft:</b>	BEECH H-18	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

THE COMMERCIAL PILOT WAS ON A PART 135 CARGO FLIGHT. SINCE THE DESTINATION AIRPORT HAD NO WEATHER REPORTING FACILITY, COMPANY POLICY AND FAR 135 REQUIRED A VFR DESCENT AND LANDING FROM THE MVA. THE PILOT REQUESTED AND RECEIVED CLEARANCE FOR A LOCALIZER APPROACH TO THE AIRPORT, ALTHOUGH A NEARBY AIRPORT WAS REPORTING 400' BROKEN/3 MILES WITH FOG. THE PILOT REPORTED TO ATC THAT HE HAD MISSED HIS FIRST APPROACH, AND REQUESTED A SECOND APPROACH TO THE SAME AIRPORT. AFTER EXECUTING THE MISSED APPROACH, THE AIRCRAFT IMPACTED MOUNTAINOUS TERRIAN WHILE ALIGNED WITH THE EXTENDED CENTERLINE OF THE LOCALIZER. CAP PERSONNEL REPORTED THAT THE ACCIDENT SITE WAS OBSCURED IN CLOUDS AT THE TIME OF THE ACCIDENT. THE INVESTIGATION REVEALED THAT THE AIRCRAFT DESCENDED ABOUT 1,500 FEET BELOW A MINIMUM ALTITUDE ON THE FIRST APPROACH ATTEMPT. MODE C ALTITUDE DATA WAS LOST DURING THE MISSED APPROACH. FOUR YEARS EARLIER, THIS PILOT DESCENDED BELOW GLIDEPATH ON AN ILS APPROACH AND CRASHED INTO TREES WITH WEATHER BELOW APPROACH MINIMUMS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO FOLLOW FAR AND COMPANY PROCEDURES, AND HIS FAILURE TO MAINTAIN PROPER ALTITUDE DURING THE APPROACH. FACTORS WERE THE MOUNTAINOUS TERRAIN CONDITIONS, AND THE FOGGY, LOW CEILING WEATHER CONDITIONS EXISTING AT THE TIME OF THE ACCIDENT.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MISSED APPROACH (IFR)

### Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - FOG
4. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
6. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	42, 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
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	01/13/1992
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	10000 hours (Total, all aircraft), 3000 hours (Total, this make and model), 52 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N347G
<b>Model/Series:</b>	H-18 H-18	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	BA-654
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	12/14/1991, 100 Hour	<b>Certified Max Gross Wt.:</b>	10100 lbs
<b>Time Since Last Inspection:</b>	34 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	13506 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	R985-14B
<b>Registered Owner:</b>	PIEDMONT AIR CARGO, INC.	<b>Rated Power:</b>	450 hp
<b>Operator:</b>	PIEDMONT AIR CARGO, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HKY, 1189 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	0830 EST	Direction from Accident Site:	70°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 600 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	8° C / 7° C
Precipitation and Obscuration:			
Departure Point:	CHARLOTTE, NC (CLT)	Type of Flight Plan Filed:	IFR
Destination:	MORGANTON, NC (MRN)	Type of Clearance:	IFR
Departure Time:	0737 EST	Type of Airspace:	Class G

## Airport Information

Airport:	MORGANTON-LENOIR (MRN)	Runway Surface Type:	Asphalt
Airport Elevation:	1266 ft	Runway Surface Condition:	Wet
Runway Used:	3	IFR Approach:	Localizer Only
Runway Length/Width:	4000 ft / 75 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):	RALPH E HICKS	Report Date:	05/26/1993
Additional Participating Persons:	WALTER D BADGETT; WINSTON-SALEM, NC		
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:pubinquiry@ntsb.gov">pubinquiry@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> .		

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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](#).