



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	FALMOUTH, KY	<b>Accident Number:</b>	NYC92FA150
<b>Date &amp; Time:</b>	08/07/1992, 2150 EDT	<b>Registration:</b>	N194S
<b>Aircraft:</b>	CESSNA 340	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE AIRPLANE WAS CRUISING AT 16,500 FEET AT NIGHT WHEN RADAR AND RADIO CONTACT WERE LOST. THE PILOT MADE NO DISTRESS RADIO CALLS. RECORDED RADAR DATA SHOWED THE AIRPLANE IN A LEFT DESCENDING TURN. OTHER AIRPLANES WERE DEVIATING AROUND WEATHER IN THE AREA. GROUND WITNESSES HEARD THE AIRPLANE PRIOR TO IMPACT AND REPORTED RAIN. THE PILOT STARTED FLYING LESSONS IN MARCH AND RECEIVED HIS MULTI-ENGINE RATING IN JUNE. HE HAD A TOTAL OF 142 HOURS FLIGHT TIME, WITH 25 HOURS IN THIS MAKE AND MODEL AIRPLANE AND 9 HOURS TOTAL NIGHT TIME. THE PILOT WAS NOT INSTRUMENT RATED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE IMPROPER DECISION BY THE NON-INSTRUMENT-RATED PILOT TO ATTEMPT VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS RESULTING IN A LOSS OF AIRPLANE CONTROL AND SUBSEQUENT INADVERTENT SPIRAL AND COLLISION WITH THE GROUND. FACTORS RELATED TO THE ACCIDENT WERE: THE PILOT'S LACK OF TOTAL FLIGHT EXPERIENCE; THE PILOT'S LACK OF FLIGHT TIME IN THIS MAKE AND MODEL AIRPLANE; AND HIS OVERCONFIDENCE IN HIS OWN ABILITY.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
2. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. (C) SPIRAL - INADVERTENT - PILOT IN COMMAND
6. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

8. TERRAIN CONDITION - GROUND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	48, 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, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/27/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	142 hours (Total, all aircraft), 25 hours (Total, this make and model), 76 hours (Pilot In Command, all aircraft), 95 hours (Last 90 days, all aircraft), 58 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N194S
<b>Model/Series:</b>	340 340	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3400167
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	08/01/1992, Annual	<b>Certified Max Gross Wt.:</b>	6305 lbs
<b>Time Since Last Inspection:</b>	20 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2762 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520-K
<b>Registered Owner:</b>	MARKETPLACE AMERICA, INC.	<b>Rated Power:</b>	310 hp
<b>Operator:</b>	MARKETPLACE AMERICA, INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	MACON, GA (MCN)	Type of Flight Plan Filed:	None
Destination:	GRAND RAPIDS, MI (GRR)	Type of Clearance:	None
Departure Time:	1931 EDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	CHARLES F LEONARD	Report Date:	05/26/1993
Additional Participating Persons:	DAVID KING; LOUISVILLE, KY SEE PARTY SHEET		
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:pubinq@ntsb.gov">pubinq@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](#).