



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MADISON, VA	<b>Accident Number:</b>	BF092FA064
<b>Date &amp; Time:</b>	05/16/1992, 1400 EDT	<b>Registration:</b>	N30RR
<b>Aircraft:</b>	BEECH 65	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE INSTRUMENT RATED PILOT WAS EN ROUTE TO HIS GRANDDAUGHTER'S GRADUATION EXERCISES SCHEDULED FOR THE FOLLOWING DAY. HE HAD RECEIVED TWO PREFLIGHT WEATHER BRIEFINGS FROM FLIGHT SERVICE AND HE WAS ADVISED THAT MARGINAL VFR CONDITIONS EXISTED EN ROUTE, AND INSTRUMENT METEOROLOGICAL CONDITIONS AT HIS DESTINATION, AND THAT VFR FLIGHT WAS NOT RECOMMENDED. A WITNESS WHO WAS BELOW THE MOUNTAIN SAID HE HEARD A LOW FLYING AIRCRAFT OVERHEAD. HE STATED THAT HE CAUGHT A GLIMPSE OF THE AIRPLANE AND SAID IT WAS 'WELL BELOW THE CREST OF THE MOUNTAIN' HEADING SOUTH. THE WEATHER AS REPORTED BY THE WITNESS WAS ABOUT 200 OVERCAST AND VISIBILITY BELOW 1 MILE IN FOG. HE ALSO MENTIONED THAT THE CLOUDS HAD OBSCURED THE MOUNTAIN. SHORTLY THEREAFTER, HE HEARD WHAT WAS LATER DETERMINED TO BE THE COLLISION. SEARCH PERSONNEL LOCATED THE BURNING WRECKAGE ON TOP OF MITCHELLS MOUNTAIN 50 MILES NORTH OF CHARLOTTESVILLE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT INITIATED VFR FLIGHT INTO KNOWN ADVERSE WEATHER CONDITIONS. CONTRIBUTING TO THE ACCIDENT WAS LOW CEILING, HIGH TERRAIN, AND LOW ALTITUDE.

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
2. SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. (F) WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - LOW CEILING
5. (F) WEATHER CONDITION - OBSCURATION
6. (C) VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: CRUISE - NORMAL

### Findings

7. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. (F) TERRAIN CONDITION - HIGH TERRAIN
9. (F) ALTITUDE - INADEQUATE - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	70, 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>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/10/1990
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	6003 hours (Total, all aircraft), 5825 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N30RR
<b>Model/Series:</b>	65 65	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	LC186
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	9
<b>Date/Type of Last Inspection:</b>	11/01/1991, Annual	<b>Certified Max Gross Wt.:</b>	7700 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IGSO-480
<b>Registered Owner:</b>	MC GEE TIMBER CORP	<b>Rated Power:</b>	340 hp
<b>Operator:</b>	MC GEE, JOHN J.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	ALLENTOWN, PA (ABE)	Type of Flight Plan Filed:	None
Destination:	CHARLOTTESVILLE, VA (CHO)	Type of Clearance:	None
Departure Time:	1237 EDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	BEVERLEY JOHNSON	Report Date:	06/30/1993
Additional Participating Persons:	RICHARD BELLE; DULLES, VA JIM BROWN; WILLIAMSPORT, PA DON KNUTSON; 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 <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](#).