



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	COLUMBIA, TN	<b>Accident Number:</b>	ATL96FA029
<b>Date &amp; Time:</b>	01/05/1996, 2155 CST	<b>Registration:</b>	N44DJ
<b>Aircraft:</b>	Cessna 210H	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The noninstrument-rated pilot filed an IFR flight plan and proceeded at night on a cross-country flight to Columbia, TN. During arrival, he contacted Memphis ARTCC and requested the VOR/DME approach to the Maury County Airport, which was a straight-in approach from the northwest. The initial approach fix (IAF) and the final approach fix (FAF) were 11.4 and 5.4 miles northwest of the airport. At about 2136 CST, ARTCC cleared the pilot to descend and maintain 3,000 feet until past the IAF. At 2141, ARTCC informed the pilot that the airplane was 500' low; he responded that he was climbing back to 3,000 feet. At 2142, ARTCC cleared the pilot for the approach. The last communication with the pilot was at 2147, when radar service was terminated. At about 2155, the airplane collided with trees and crashed approximately 10 miles southeast of the airport. The weather (at 2200) was in part: 400 feet overcast, visibility 1-3/4 miles with fog and drizzle, and wind from 030 degrees at 4 knots. Witnesses reported that they heard the airplane circling before it crashed. The wreckage was found distributed over an area of about 600 feet. Toxicology tests of the pilot's blood and liver fluid showed 11 mcg/ml and 8 mcg/ml, respectively, of Butalbital. Butalbital is a barbiturate/sedative and is not approved by the FAA for use while operating an aircraft.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to follow procedures/directives by flying in instrument meteorological conditions (IMC) without proper training/certification; and his failure (or inability) to follow proper IFR procedures and maintain proper altitude during an instrument approach, which resulted in a collision with obstacles (trees) and the ground. Factors relating to the accident were: darkness, instrument weather conditions, and pilot impairment from use of a medication that is not approved by the FAA for use while operating an aircraft.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH

### Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - DRIZZLE/MIST
5. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. LACK OF CERTIFICATION - PILOT IN COMMAND
7. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
8. OBJECT - TREE(S)

- 9. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 10. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
- 11. (F) IMPAIRMENT(DRUGS) - PILOT IN COMMAND

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 Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
 Phase of Operation: DESCENT - UNCONTROLLED

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	43
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	393 hours (Total, all aircraft), 100 hours (Total, this make and model), 162 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N44DJ
<b>Model/Series:</b>	210H 210H	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	KARL J. SCHMITTER	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-520-A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	MRC, 677 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 400 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 30°
<b>Temperature:</b>	3°C	<b>Visibility</b>	1.75 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CINCINNATI, OH (LUK)	<b>Destination:</b>	(MRC)

### Airport Information

<b>Airport:</b>	MAURY COUNTY (MRC)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	ROFF	H SASSER	Adopted Date:	02/28/1997
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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