



National Transportation Safety Board Aviation Accident Data Summary

Location:	EDENTON, NC	Accident Number:	MIA97FA057
Date & Time:	01/02/1997, 1835 EST	Registration:	N802TH
Aircraft:	Cessna 208B	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

During his weather briefing, the pilot was told that his destination weather was not available, and was provided weather for an airport about 10 miles north. He was briefed that low visibility due to fog prevailed. The flight departed earlier than usual because the company business manager was concerned that the weather at the destination airport was deteriorating, and if the airplane was not there earlier they might not get into the airport. At the time of the accident there was a power failure, and lights around the destination airport went out. The airplane had struck power lines and a support tower located on the approach end of runway 1 and runway 5, about 1/2 mile southwest of the airport. The airport had one NDB approach which was not authorized at night. The nearest recorded weather, about 10 miles north of the crash site, at the time of the accident was; '...ceiling 100, [visibility] 1/2 mile, fog, [temperature] 46 degrees F, dew point, 42 degrees F, winds 220 degrees at 5 [knots], altimeter 29.90 inches Hg. Witnesses reported that there was heavy fog at the airport and the visibility was below 1/4 mile.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's continued VFR flight into instrument meteorological conditions. Factors in this accident were: fog, the low ceiling, and the dark night.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - FOG
3. (F) WEATHER CONDITION - LOW CEILING
4. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH

Findings

5. OBJECT - WIRE, TRANSMISSION
6. OBJECT - ELECTRICAL TOWER

Pilot Information

Certificate:	Commercial	Age:	35
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	2980 hours (Total, all aircraft), 850 hours (Total, this make and model), 2900 hours (Pilot In Command, all aircraft), 135 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N802TH
Model/Series:	208B 208B	Engines:	1 Turbo Prop
Operator:	TAR HEEL AVIATION INC.	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	PT6A-114A
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	ECG, 12 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Obscured / 100 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 220°
Temperature:	8° C	Visibility	0.5 Miles
Precipitation and Obscuration:			
Departure Point:	MANTEO, NC (MQI)	Destination:	(EDE)

Airport Information

Airport:	NORTHEASTERN REGIONAL (EDE)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): ALAN J YURMAN

Adopted Date: 04/10/1998

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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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