



National Transportation Safety Board Aviation Accident Data Summary

Location:	HOHENWALD, TN	Accident Number:	ATL94FA012
Date & Time:	11/03/1993, 2135 CST	Registration:	N132MP
Aircraft:	MOONEY M20L	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE PILOT & HIS PASSENGER WERE RETURNING HOME ON A NIGHT, VFR, BUSINESS FLIGHT. WITNESSES REPORTED THAT LOW CEILINGS & FOG PREVAILED. SUBSEQUENTLY, THE AIRPLANE COLLIDED WITH TREES & TERRAIN ABOUT 2 MI SOUTH-SOUTHEAST OF THE DESTINATION (A VFR-ONLY AIRPORT). THE WRECKAGE PATH WAS ABOUT 500' IN LENGTH. THERE WAS EVIDENCE THAT INITIAL IMPACT WAS IN A LEFT DESCENDING TURN. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE AIRPLANE WAS FOUND. A TOXICOLOGY CHECK OF THE PILOT'S BLOOD SHOWED 6.114 UG/ML OF CHLORPHENIRAMINE, 0.272 UG/ML OF DIPHENHYDRAMINE, 13.5 UG/ML OF ACETAMINOPHEN, 30 MG/DL OF ACETALDEHYDE, & 10.3 UG/ML OF SALICYLATE (ASPIRIN). ALSO, 0.61 UG/ML OF HYDROCODONE WAS DETECTED IN THE PILOT'S BILE. AN AVIATION MEDICAL EXAMINER (AME) REPORTED THE PILOT HAD SUFFERED FROM ALLERGIES & DEPRESSION. THE AME WAS ALSO THE PILOT'S PERSONAL PHYSICIAN & PART OWNER OF THE ACCIDENT AIRPLANE. HE HAD REPEATEDLY PRESCRIBED MEDICATIONS TO THE PILOT, AS THOSE FOUND DURING THE TOXICOLOGY TESTS, THAT WERE NOT APPROVED FOR USE WHILE OPERATING AN AIRCRAFT.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPAIRED JUDGEMENT AND PERFORMANCE BY FLYING WHILE UNDER THE INFLUENCE OF DRUGS, THAT RESULTED IN HIS CONTINUATION OF VFR FLIGHT AT NIGHT IN INSTRUMENT METEOROLOGICAL CONDITIONS (IMC) AND HIS FAILURE TO MAINTAIN PROPER ALTITUDE (OR CLEARANCE) FROM THE TERRAIN.

Findings

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

Findings

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

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH

Findings

7. OBJECT - TREE(S)

8. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT

Pilot Information

Certificate:	Private	Age:	43
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine; None
Flight Time:	738 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N132MP
Model/Series:	M20L M20L	Engines:	1 Reciprocating
Operator:	HARDISON, WILLIAM L.	Engine Manufacturer:	PORSCHE
Operating Certificate(s) Held:	None	Engine Model/Series:	PFM 3200 NO3
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MRC, 677 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	10° C	Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:	CLARKSVILLE, TN (CKV)	Destination:	(0M3)

Airport Information

Airport:	JOHN A BAKER FIELD (0M3)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

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:	Unknown
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	RALPH E HICKS,	Adopted Date:	03/21/1995
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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