



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	JASPER, GA	<b>Accident Number:</b>	ATL88FA131
<b>Date &amp; Time:</b>	04/01/1988, 1245 EST	<b>Registration:</b>	N3638N
<b>Aircraft:</b>	MOONEY M20G	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal

**Flight Conducted Under:** Part 91: General Aviation - Business

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## Analysis

BEFORE DEPG BLAIRSVILLE, THE PLT REQD THE CURRENT ATLANTA WX FOR THE DEKALB-PEACHTREE ARPT & FOR AN AFTERNOON OUTLOOK. HE TOLD THE BRIEFER THAT HE HAD RECEIVED A PREVIOUS WX BRIEFING. HE WAS INFORMED THAT THE FORECAST WAS FOR INSTRUMENT CONDS UNTIL NOON WITH A CHANCE OF OVERCAST SKIES AT 1500 FT. HE DEPARTED BLAIRSVILLE AT 1210 EST WITH INTENTIONS OF FOLLOWING HIGHWAYS TO THE ATLANTA AREA. A PERSON, WHO WAS DRIVING A CAR BETWEEN BLAIRSVILLE & THE SUBSEQUENT CRASH SITE, SAW A MOONEY FLYING IN & OUT OF FOG AT ABOUT 150' AGL. THERE WAS RAIN, LOW CEILING & POOR VIS ALONG THAT ROUTE. WHEN THE ACFT DID NOT ARRIVE AT THE DESTN, A SEARCH WAS BEGUN. THE ACFT WAS FND WHERE IT HAD CRASHED ON RISING, WOODED TERRAIN ON MT OGLETHORPE AT AN ELEV OF ABOUT 3290'. AN EXAM REVEALED THE ACFT WAS IN LEVEL FLT JUST BEFORE IMPACT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. ALTHOUGH THE PLT WAS INSTRUMENT RATED, HE HAD NO RECENT INSTRUMENT FLT TIME.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE

### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - RAIN
3. (F) WEATHER CONDITION - FOG
4. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. (F) LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: CRUISE

### Findings

7. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. (F) TERRAIN CONDITION - RISING

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	54, Male
<b>Airplane Rating(s):</b>	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 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	06/20/1987
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1599 hours (Total, all aircraft), 1365 hours (Total, this make and model), 1499 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MOONEY	<b>Registration:</b>	N3638N
<b>Model/Series:</b>	M20G M20G	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	20G680020
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	03/12/1988, Annual	<b>Certified Max Gross Wt.:</b>	2525 lbs
<b>Time Since Last Inspection:</b>	5 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2039 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-360-A1D
<b>Registered Owner:</b>	CHARLES W. SPIKES	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	CHARLES W. SPIKES	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MGE, 1020 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1139 EST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 500 ft agl	Visibility	3 Miles
Lowest Ceiling:	Broken / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17° C / 14° C
Precipitation and Obscuration:			
Departure Point:	BLAIRSVILLE, GA (46A)	Type of Flight Plan Filed:	None
Destination:	STOCKBRIDGE, GA (4A0)	Type of Clearance:	None
Departure Time:	1210 EST	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS	Report Date:	09/19/1989
Additional Participating Persons:	JOE RICHARDS; ATLANTA, GA		
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](#).