



National Transportation Safety Board Aviation Accident Final Report

Location:	COLQUITT, GA	Accident Number:	ATL90LA002
Date & Time:	10/01/1989, 1200 EDT	Registration:	N4277A
Aircraft:	BEECH V35B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

PLT RECEIVED WEATHER BRIEFING PRIOR TO DEPARTURE. PLT ADDITIONALLY RECEIVED CURRENT WEATHER AT TALLAHASSEE ENROUTE. PLT DID NOT GET UPDATE WEATHER FOR DESTINATION ENROUTE. NINE MILES FROM DESTINATION FLT ENCOUNTERED INSTRUMENT WEATHER CONDITIONS. PLT REVERSED COURSE AND AGAIN ENCOUNTERED IMC. WHILE AT 500 FEET IN A ONE MILE DIAMETER HOLE PLT ELECTED TO MAKE A PRECAUTIONARY LANDING ON A ROAD. ON APPROACH TO THE ROAD THE AIRPLANE COLLIDED WITH A POWERLINE SEVERING THE RIGHT LANDING GEAR. ON TOUCHDOWN THE AIRPLANE VEERED OFF THE ROAD INTO A DITCH. THE PILOT REPORTED ON THE NTSB ACCIDENT REPORT FORM THAT HIS LAST BIENNIAL FLIGHT REVIEW WAS 27 MONTHS PRIOR TO THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO OBTAIN CURRENT ENROUTE WEATHER INFORMATION FOR HIS DESTINATION RESULTING IN HIS FLYING VMC INTO IMC CONDITIONS WHICH RESULTED IN HIS COLLISION WITH POWERLINES WHILE MAKING A PRECAUTIONARY LANDING ON A ROAD.

Findings

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

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (C) IN-FLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN

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

Findings

4. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
5. VISUAL LOOKOUT - RESTRICTED - PILOT IN COMMAND
6. OBJECT - WIRE,STATIC

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

7. TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/08/1987
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	490 hours (Total, all aircraft), 270 hours (Total, this make and model), 420 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N4277A
Model/Series:	V35B V35B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	D9249
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	10/31/1988, Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	200 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2500 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-B
Registered Owner:	DAVID E MILLER	Rated Power:	285 hp
Operator:	DAVID E. MILLER	Operating Certificate(s) Held:	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:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29° C
Precipitation and Obscuration:			
Departure Point:	FT. LAUDERDALE, FL (FXE)	Type of Flight Plan Filed:	None
Destination:	MARIANNA, FL (MAI)	Type of Clearance:	None
Departure Time:	0800 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JON S STRICKLAND	Report Date:	06/26/1992
Additional Participating Persons:	MATT KLOS; 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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).