



National Transportation Safety Board Aviation Accident Data Summary

Location:	COLQUITT, GA	Accident Number:	ATL90LA002
Date & Time:	10/01/1989, 1200 EDT	Registration:	N4277A
Aircraft:	BEECH V35B	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

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

Pilot Information

Certificate:	Private	Age:	37
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	DAVID E. MILLER	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-520-B
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	Overcast / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / 20 knots, 220°
Temperature:	29° C	Visibility	1 Miles
Precipitation and Obscuration:			
Departure Point:	FT. LAUDERDALE, FL (FXE)	Destination:	MARIANNA, FL (MAI)

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): JON S STRICKLAND Adopted Date: 06/26/1992

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/>.

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.