



# National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|------------|
| <b>Location:</b>               | DARLINGTON, SC                       | <b>Accident Number:</b> | ATL90FA022 |
| <b>Date &amp; Time:</b>        | 11/02/1989, 1130 EST                 | <b>Registration:</b>    | N58735     |
| <b>Aircraft:</b>               | CESSNA 182P                          | <b>Aircraft Damage:</b> | Destroyed  |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 1 Fatal    |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Personal |                         |            |

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## Analysis

WHILE ATTEMPTING A VISUAL APPROACH TO AN UNCONTROLLED AIRPORT, THE AIRPLANE COLLIDED WITH TREES ABOUT TWO MILES NORTH EAST. THE PILOT REPORTED OVER THE AIRPORT, AND WOULD LOOK FOR A HOLE TO DESCEND THROUGH FOR A VISUAL LANDING. SECONDS LATER THE AIRPLANE CRASHED. THE INVESTIGATION FAILED TO DISCLOSE ANY MECHANICAL PROBLEMS. THE PILOT WAS NOT CERTIFICATED. HIS STUDENT PILOT'S CERTIFICATE HAD EXPIRED AND THERE WAS NO CURRENT SOLO ENDORSEMENT. THE UNICOM OPERATOR REPORTED LOW CEILING AND RAIN AT THE AIRPORT WHEN THE PILOT WAS ATTEMPTING THE LANDING APPROACH.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S CONTINUED VFR FLIGHT INTO IMC AND HIS ATTEMPT TO LAND THE AIRPLANE UNDER THE ADVERSE WEATHER CONDITIONS.

## Findings

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

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

### Findings

5. OBJECT - TREE(S)

## Factual Information

### Pilot Information

|                                  |  |  |                            |
|----------------------------------|--|--|----------------------------|
| <b>Certificate:</b>              | None                                   | <b>Age:</b>                              | 46, Male                   |
| <b>Airplane Rating(s):</b>       | None                                   | <b>Seat Occupied:</b>                    | Left                       |
| <b>Other Aircraft Rating(s):</b> | None                                   | <b>Restraint Used:</b>                   | Seatbelt, Shoulder harness |
| <b>Instrument Rating(s):</b>     | None                                   | <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--no waivers/lim. | <b>Last FAA Medical Exam:</b>            | 09/03/1987                 |
| <b>Occupational Pilot:</b>       |  | <b>Last Flight Review or Equivalent:</b> |                            |
| <b>Flight Time:</b>              | 206 hours (Total, all aircraft)        |  |                            |

### Aircraft and Owner/Operator Information

|                                      |                          |                                       |                 |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | CESSNA                   | <b>Registration:</b>                  | N58735          |
| <b>Model/Series:</b>                 | 182P 182P                | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                 | No              |
| <b>Airworthiness Certificate:</b>    | Normal                   | <b>Serial Number:</b>                 | 182-62264       |
| <b>Landing Gear Type:</b>            | Tricycle                 | <b>Seats:</b>                         | 2               |
| <b>Date/Type of Last Inspection:</b> | 08/01/1989, Annual       | <b>Certified Max Gross Wt.:</b>       | 2950 lbs        |
| <b>Time Since Last Inspection:</b>   | 51 Hours                 | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 2868 Hours               | <b>Engine Manufacturer:</b>           | CONTINENTAL     |
| <b>ELT:</b>                          | Installed, not activated | <b>Engine Model/Series:</b>           | O-470R          |
| <b>Registered Owner:</b>             | A.R. RUSSELL BUILDERS    | <b>Rated Power:</b>                   | 230 hp          |
| <b>Operator:</b>                     | A.R. RUSSELL BUILDERS    | <b>Operating Certificate(s) Held:</b> | None            |

## Meteorological Information and Flight Plan

|                                  |                       |   |                  |
|----------------------------------|-----------------------|---|------------------|
| Conditions at Accident Site:     | Instrument Conditions | Condition of Light:                     | Day              |
| Observation Facility, Elevation: | FLO, 0 ft msl         | Distance from Accident Site:            | 0 Nautical Miles |
| Observation Time:                | 1200 EST              | Direction from Accident Site:           | 0°               |
| Lowest Cloud Condition:          | Unknown / 0 ft agl    | Visibility                              | 2 Miles          |
| Lowest Ceiling:                  | Overcast / 500 ft agl | Visibility (RVR):                       | 0 ft             |
| Wind Speed/Gusts:                | 8 knots /             | Turbulence Type<br>Forecast/Actual:     | /                |
| Wind Direction:                  | 350°                  | Turbulence Severity<br>Forecast/Actual: | /                |
| Altimeter Setting:               | 30 inches Hg          | Temperature/Dew Point:                  | 15° C / 14° C    |
| Precipitation and Obscuration:   |                       |   |                  |
| Departure Point:                 | RALEIGH, NC (RDU)     | Type of Flight Plan Filed:              | None             |
| Destination:                     |                       | Type of Clearance:                      | None             |
| Departure Time:                  | 0930 EST              | Type of Airspace:                       | Class G          |

## Airport Information

|                      |                         |                           |                 |
|----------------------|-------------------------|---------------------------|-----------------|
| Airport:             | DARLINGTON COUNTY (04J) | Runway Surface Type:      | Macadam         |
| Airport Elevation:   | 193 ft                  | Runway Surface Condition: | Wet             |
| Runway Used:         | 0                       | IFR Approach:             | None            |
| Runway Length/Width: | 5000 ft / 150 ft        | VFR Approach/Landing:     | Traffic Pattern |

## Wreckage and Impact Information

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

## Administrative Information

|                                   |  |              |            |
|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC):     | PHILLIP POWELL   | Report Date: | 09/30/1991 |
| Additional Participating Persons: | DAVID SEXTON; COLUMBIA, SC<br>GARY WHITE; WICHITA, KS<br>GEORGE HOLLINGSWORTH; WASHINGTON, DC  |              |            |
| 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](#).