



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	HILTON HEAD, SC	<b>Accident Number:</b>	ATL87FA257
<b>Date &amp; Time:</b>	09/01/1987, 1135 EDT	<b>Registration:</b>	N6591S
<b>Aircraft:</b>	BEECH V-35B	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Analysis

PIC SAID HE HAD WX BRIEF. NOTED TSTMS OVR ATLANTIC & FOG AT ARPT. STATED HE WOULD HOLD OVR OCEAN UNTIL ARPT CLR. ACFT TRACK ON RADAR WAS INTO AREA OF TSTMS OVR OCEAN FOLLOWED BY MODE C ALTITUDE DEVIATIONS AND LOSS OF RADAR CONTACT. ACFT RECOVERED FROM OCEAN. EXAMINATION SHOWED DOWNWARD BENDING OF STABILIZERS AND TENSION SEPARATION OF BULKHEAD WHERE STABILIZERS ATTACH BUT NO IN-FLIGHT SEPARATION OF AIRFRAME. ACFT WAS MODIFIED WITH BEECH STABILIZER ROOT REINFORCEMENT KIT.

## Probable Cause

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

## Findings

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

### Findings

1. WEATHER CONDITION - THUNDERSTORM
  2. WEATHER EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND
  3. (C) VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
  4. RADAR ASSISTANCE TO VFR AIRCRAFT - IMPROPER USE OF - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING

### Findings

5. (C) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  6. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	100 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N6591S
<b>Model/Series:</b>	V-35B V-35B	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	THINEL, INC.	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-520-BA
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SAV, 51 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 1000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	3 knots / , 320°
<b>Temperature:</b>	27° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	TAMPA, FL (X16)	<b>Destination:</b>	CHARLESTON, SC (CHS)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	PRESTON E HICKS	<b>Adopted Date:</b>	10/07/1988
<b>Investigation Docket:</b>	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:pubinq@ntsb.gov">pubinq@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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