



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WHT SULPHUR SPR, WV	<b>Accident Number:</b>	ATL86FA239
<b>Date &amp; Time:</b>	09/01/1986, 2115 EDT	<b>Registration:</b>	N4782F
<b>Aircraft:</b>	CESSNA P206-B	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

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## Analysis

AFTER COMPLETING THE REVENUE PRODUCING PORTION OF THIS TRIP THE COMPANY PRESIDENT CALLED HIS COMPANY OPERATIONS AND TOLD HIS SECRETARY TO SEND EVERYONE HOME SINCE IT WAS A HOLIDAY. HE WAS GOING TO RETURN THE ACFT TO ITS HOME BASE HIMSELF. THE PLT DEPARTED VFR, AIR FILED AND FLEW AN IFR FLT PLAN TO THE FINAL APCH FIX TO THE CLOSEST ARPT WITH AN INSTRUMENT APCH, CANCELLED THE IFR FLT PLAN AND HEADED TOWARD THE HOME ARPT VFR. FOG AND LOW CEILINGS WERE IN THE AREA AT THE TIME. THE ARPT WAS EQUIPPED WITH RWY LIGHTS BUT DID NOT HAVE STROBES ON EITHER END, IT WAS LOCATED IN A VALLEY. AN ACFT WAS OBSERVED EAST OF THE APT LATER IN THE NIGHT. IT HAD ALREADY PASSED THE ARPT AND WAS IN A TURN WHEN LAST OBSERVED. AN ALNOT WAS ISSUED DURING THE NIGHT FOR THE MISSING ACFT. IT WAS DISCOVERED THE NEXT DAY ABOUT ONE-HALF MILE WEST AND NORTH OF THE ARPT, ON THE SOUTH-WEST SIDE OF A MOUNTAIN.

## 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: MANEUVERING

### Findings

1. WEATHER CONDITION - FOG
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. WEATHER CONDITION - OBSCURATION
6. (C) VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
7. LIGHT CONDITION - DARK NIGHT
8. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
9. (C) SELF-INDUCED PRESSURE - PILOT IN COMMAND

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

### Findings

10. OBJECT - TREE(S)
11. MANEUVER - CONTINUED - PILOT IN COMMAND
12. SPATIAL DISORIENTATION - PILOT IN COMMAND
13. (C) MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

14. TERRAIN CONDITION - HIGH TERRAIN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; 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 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/27/1986
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	10719 hours (Total, all aircraft), 44 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N4782F
<b>Model/Series:</b>	P206-B P206-B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	P206-0382
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	05/20/1986, Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	76 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2497 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-KCA
<b>Registered Owner:</b>	GREENBRIER AIRPORT, INC.	<b>Rated Power:</b>	285 hp
<b>Operator:</b>	GREENBRIER AIRLINES INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	LWB, 2303 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	2145 EDT	Direction from Accident Site:	330°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Obscured / 300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	14° C / 13° C
Precipitation and Obscuration:			
Departure Point:	DAYTON, OH (DAY)	Type of Flight Plan Filed:	None
Destination:	(SSU)	Type of Clearance:	None
Departure Time:	1917 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	WHITE SULPHUR SPRINGS (SSU)	Runway Surface Type:	
Airport Elevation:	1801 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full Stop

## 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):	CHARLES T FOUTS	Report Date:	03/10/1988
Additional Participating Persons:	GERALD S SHOEMAKER; WICHITA, KS ALAN YURMAN; MOBILE, AL		
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> .		

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](#).