



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	JAMESTOWN, TN	<b>Accident Number:</b>	ATL87MA035
<b>Date &amp; Time:</b>	12/03/1986, 0352 CST	<b>Registration:</b>	N3898U
<b>Aircraft:</b>	BELL 206L-1	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	4 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled - Air Medical (Unspecified)		

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## Analysis

THE HELICOPTER WAS BEING USED IN AN EMERG MED SVC/MED-EVAC (EMS) OPN. AT 0230, THE PLT OBTAINED A PARTIAL WX BRIEFING. HE WAS ADVISED OF FLT PRCTNS FOR IFR WX THRU-OUT THE AREA WITH LOW CEILINGS, FOG, PRECIP & MTNS OBSCD. THE FLT DEPARTED NASHVILLE AT 0245 & LNDD AT JAMESTOWN AT 0333. ABOUT 17 MIN LATER, IT TOOK OFF ON THE RETURN FLT TO NASHVILLE WITH 2 MEDPSNL & A PATIENT ABOARD. ABOUT 3.2 MI FM THE DEPARTURE POINT, THE ACFT HIT TREES MOMENTS AFTER CROSSING HI TERRAIN ALONGTHE RIM OF A VALLEY. THE IMPACT AREA WAS VOID OF LGTS. A WX STUDY INDCD CLD BASES AT ABOUT 800' AGL, VIS LESS THAN 3 MI IN DRIZZLE & FOG. PSNL IN THE AREA ESTD 200' TO 300' OVERCAST, VIS 1/2 TO 3/4 MI. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND. THE EMS OPN WAS CERTIFIED UNDER 14 CFR 135 (NO SPECIFIC REG FOR EMS OPNS). THE COMPANY OPNS MANUAL LACKED GUID- ANCE CONCERNING EMS OPNS. THE OPERATOR DID NOT HAVE AN FAA APPROVED TRAINING MANUAL. NO FAA RECORD WAS FND SHOWING A BASE INSPECTION BY EITHER OPNS OR MAINT INSPECTORS BTN 1/11/85 & THE DATE OF THE ACDNT.

## 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: CRUISE

### Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) PRESSURE - PILOT IN COMMAND
3. (F) LIGHT CONDITION - DARK NIGHT
4. (F) WEATHER CONDITION - LOW CEILING
5. (F) WEATHER CONDITION - FOG
6. (F) WEATHER CONDITION - RAIN
7. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
8. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
9. (F) OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
10. (F) INFORMATION INSUFFICIENT - COMPANY/OPERATOR MANAGEMENT
11. (F) INSUFF STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - FAA(ORGANIZATION)
12. (F) INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: CRUISE

### Findings

13. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
14. (F) OBJECT - TREE(S)
15. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Private	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/14/1986
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4570 hours (Total, all aircraft), 4192 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BELL	<b>Registration:</b>	N3898U
<b>Model/Series:</b>	206L-1 206L-1	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	45575
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	12/01/1986, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	4050 lbs
<b>Time Since Last Inspection:</b>	1 Hours	<b>Engines:</b>	1 Turbo Shaft
<b>Airframe Total Time:</b>	1750 Hours	<b>Engine Manufacturer:</b>	ALLISON
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	250-C28B
<b>Registered Owner:</b>	JAMES W. WELLHAM	<b>Rated Power:</b>	500 hp
<b>Operator:</b>	CUSTOMAIRE, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>	CUMBERLAND LEAS&INST CO [EMS]	<b>Operator Designator Code:</b>	FJIA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
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	4 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	JAMESTOWN, TN	Type of Flight Plan Filed:	None
Destination:	NASHVILLE, TN	Type of Clearance:	None
Departure Time:	0350 CST	Type of Airspace:	Class G

## Airport Information

Airport:	JAMESTOWN MUNI (2A1)	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	3 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	WALTER G STINER	Report Date:	
Additional Participating Persons:	LARRY WILLIAMS; NASHVILLE, TN ROGER M BAKER; WASHINGTON, DC W. G GERHART; INDIANAPOLIS, IN C. C HERRON; FORT WORTH, TX		
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: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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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](#).