



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	4 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled - Air Medical (Unspecified)		

## 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

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. (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)

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

### Pilot Information

<b>Certificate:</b>	Airline Transport; Private	<b>Age:</b>	40
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane; Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	CUSTOMAIRE, INC.	<b>Engine Manufacturer:</b>	ALLISON
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	250-C28B
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled - Air Medical (Unspecified)		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Witness
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>	-18°C	<b>Visibility</b>	4 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	JAMESTOWN, TN	<b>Destination:</b>	NASHVILLE, TN

### Airport Information

<b>Airport:</b>	JAMESTOWN MUNI (2A1)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):	WALTER G STINER	Adopted 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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