



National Transportation Safety Board Aviation Accident Final Report

Location:	MILLVILLE, NJ	Accident Number:	BFO86FA008
Date & Time:	12/01/1985, 1850 EST	Registration:	N26FM
Aircraft:	Beech D95A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT & HIS WIFE DEPTD SARASOTA FL FOR A 5HR AND 10MIN PLANNED FLT TO MILLVILLE, NJ. 5HRS AND 8MIN LTR THE ACFT CRASHED IN WOODS ABT 2 MILES SHORT OF MIV. FUEL CALCULATIONS INDICATED THE ACFT SHOULD HAVE HAD OVR 11GALS LEFT IN THE TANKS. WITNESSES LOCATED IN A HOUSING DEVELOPMENT 4MILES WEST OF THE ARPT STATED THEY HEARD AND SAW THE ACFT FLYING LOW IN THE AREA. THE WX WAS 300 OBS WITH FOG AND DRIZZLE.

Probable Cause and Findings

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

Findings

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) WEATHER CONDITION - FOG
2. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (F) WEATHER CONDITION - RAIN
4. (F) REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. (F) WEATHER CONDITION - OBSCURATION
6. (F) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
7. OBJECT - TREE(S)
8. (C) DECISION HEIGHT - EXCEEDED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/19/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	800 hours (Total, all aircraft), 300 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N26FM
Model/Series:	D95A D95A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	TD 589
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	02/21/1985, Annual	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:	52 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1733 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-360-B1B
Registered Owner:	ROGER F. KING	Rated Power:	180 hp
Operator:	ROGER F. KING	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MIL, 83 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1850 EST	Direction from Accident Site:	64°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Obscured / 300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13° C / 13° C
Precipitation and Obscuration:			
Departure Point:	SARASOTA, FL (SRQ)	Type of Flight Plan Filed:	IFR
Destination:	MILLVILLE, NJ (MIV)	Type of Clearance:	IFR
Departure Time:	1342 EST	Type of Airspace:	Class D

Airport Information

Airport:	MILLVILLE MUNI (MIV)	Runway Surface Type:	Concrete
Airport Elevation:	87 ft	Runway Surface Condition:	Wet
Runway Used:	10	IFR Approach:	Localizer Only
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	None

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):	AL	DICKINSON	Report Date:
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).