



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Peachtree City, GA	<b>Accident Number:</b>	ATL06FA030
<b>Date &amp; Time:</b>	01/01/2006, 2007 EST	<b>Registration:</b>	N2169T
<b>Aircraft:</b>	Piper PA-28-180	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot requested the localizer 10-approach to the Macon Downtown Airport, Macon, Georgia (MAC). The pilot was radar vectored to intercept the localizer, and cleared for the localizer 10-approach. Shortly thereafter, the pilot advised approach control that he had over flown the localizer. The approach control specialist issued vectors back to the localizer, and he was cleared for another localizer 10-approach. The pilot reported to approach control that he was having trouble staying on the localizer, and requested to go to the Middle Georgia Airport, Macon, Georgia (MCN). He was subsequently cleared for the ILS runway 5-approach to MCN. The MCN tower advised approach control that the pilot had panicked during his approach, and went missed approach. The pilot contacted the MCN tower, reported that he had lost the localizer, and requested if he could be taken around to do the approach again. He was issued radar vectors back to the ILS runway 5-approach, and about one-half mile from the approach, the pilot requested to come around for another approach after drifting off course. The pilot made two more attempts to land at MCN before being radar vectored to the Peachtree City Airport-Falcon (FFC) localizer 31-approach. During the approach into FFC, radar contact was lost with the airplane. The airplane had collided with trees about 1 mile from the approach end of runway 31. Postcrash examination of the aircraft structure, flight controls, systems, engine, and propeller showed no anomalies. The pilot received his instrument rating less than 6 months before the accident, and had accumulated 17.1 total hours of actual instrument flight time. He had 133 hours of simulated instrument flight hours.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain sufficient altitude while performing an instrument approach in instrument meteorological conditions, which resulted in an in-flight collision with trees and terrain.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

### Findings

1. WEATHER CONDITION - FOG
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - LOW CEILING
4. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. OBJECT - TREE(S)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Findings

### 6. TERRAIN CONDITION - GROUND

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	65
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	437 hours (Total, all aircraft), 299 hours (Pilot In Command, all aircraft), 2 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N2169T
<b>Model/Series:</b>	PA-28-180	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	George Owens Haskell III	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-360-SER
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	ATL, 1026 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Unknown	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 300°
<b>Temperature:</b>	10°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	Heavy - Fog		
<b>Departure Point:</b>	JACKSONVILLE, FL (CRG)	<b>Destination:</b>	MACON, GA (MAC)

## Airport Information

<b>Airport:</b>	PEACHTREE CITY-FALCON FIELD (FFC)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	31	<b>Runway Surface Condition:</b>	Wet
<b>Runway Length/Width:</b>	5220 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	33.354444, -84.569722		

## Administrative Information

**Investigator In Charge (IIC):** Eric H Alleyne

**Adopted Date:** 04/25/2007

**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 [pubinq@ntsb.gov](mailto: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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