



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Shelby Gap, KY	<b>Accident Number:</b>	NYC06LA214
<b>Date &amp; Time:</b>	09/02/2006, 1015 EDT	<b>Registration:</b>	N6401G
<b>Aircraft:</b>	Cessna 150K	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On September 2, 2006, about 1015 eastern daylight time, a Cessna 150K, N6401G, was destroyed during a collision with mountainous terrain and subsequent postcrash fire, while maneuvering near Shelby Gap, Kentucky. The certificated, non-instrument rated, private pilot was fatally injured. Instrument meteorological conditions prevailed for the flight that departed a private airstrip in Brasstown, North Carolina; destined for Big Sandy Regional Airport (K22), Prestonsburg, Kentucky. No flight plan was filed for the personal flight conducted under 14 CFR Part 91.

A witness was hunting near the accident site, and heard a small airplane overhead. The witness stated that he could not see the airplane due to fog, but heard the airplane circle back. He then heard the sound of trees breaking, followed by the sound of impact. The witness further stated that he heard the engine running until the sound of impact.

Examination of the wreckage by a Federal Aviation Administration (FAA) inspector did not reveal any preimpact mechanical malfunctions. The FAA inspector stated that the aircraft and pilot logbooks were not recovered. There was also no record of the pilot receiving a weather briefing from Flight Service.

An autopsy was performed by the Pike County Coroner's Office, Pikeville, Kentucky. Toxicological testing was conducted on the pilot at the FAA Toxicology Accident Research Laboratory, Oklahoma City, Oklahoma. Review of the toxicology report revealed:

"...1.012 (ug/ml, ug/g) PROPOXYPHENE detected in Liver

1.782 (ug/ml, ug/g) PROPOXYPHENE detected in Lung

0.739 (ug/mL, ug/g) NORPROPOXYPHENE detected in Liver

14.032 (ug/mL, ug/g) NORPROPOXYPHENE detected in Lung..."

The pilot's wife reported that he had been taking pain medication due to pain associated with a previous heart surgery and stent. Evidence of previous coronary artery bypass surgery was noted in the autopsy report. The pilot's wife added that he also experienced pain from both arms due to a car accident, and knees due to construction work.

Review of FAA medical records revealed that the pilot's most recent third class medical certificate was issued on August 27, 1991. On the application for that medical certificate, he reported "No" for use of any medication and all medical history items. He also reported 1,200 hours of total flight experience.

The reported weather at an airport approximately 16 miles south of the accident site, at 1019, was: wind calm; visibility 10 miles; overcast ceiling at 600 feet; temperature 63 degrees F; dew point 57 degrees F; altimeter 30.06 inches Hg.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	65, Male
<b>Airplane Rating(s):</b>	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>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Without Waivers/Limitations	<b>Last FAA Medical Exam:</b>	08/01/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1200 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N6401G
<b>Model/Series:</b>	150K	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15071901
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-200
<b>Registered Owner:</b>	Raymond Schick	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	Rush Bradford	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LNP, 2684 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	1019 EDT	Direction from Accident Site:	180°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Overcast / 600 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	17° C / 14° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Brasstown, NC (NONE)	Type of Flight Plan Filed:	None
Destination:	Prestonburg, KY (K22)	Type of Clearance:	None
Departure Time:	0800 EDT	Type of Airspace:	

## Airport Information

Airport:	Big Sandy Regional Airport (K22)	Runway Surface Type:	
Airport Elevation:	1221 ft	Runway Surface Condition:	
Runway Used:	NA	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	37.228056, -82.582778

## Administrative Information

Investigator In Charge (IIC):	Robert J Gretz
Additional Participating Persons:	John Stevens; FAA/FSDO; Louisville, KY Peter Basile; Cessna Aircraft Company; Wichita, KS
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> .