



National Transportation Safety Board Aviation Accident Final Report

Location:	HUBBARDS FORK, KY	Accident Number:	ATL83FA127
Date & Time:	03/05/1983, 1758 EST	Registration:	N4060A
Aircraft:	DOUGLAS B-26C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Public Aircraft		

Analysis

THE PLT & ACFT HAD BEEN FIGHTING FOREST FIRES EARLIER IN THE DAY. A LATE DEVELOPING FIRE NECESSITATED ANOTHER DISPATCH. THE ACFT ARRIVED ON SCENE & CHECKED IN WITH THE LEAD ACFT CIRCLING OVERHEAD COORDINATING THE FIRE FIGHTING EFFORTS. THE TANKER MADE 2 RUNS OVER THE FIRE AREA FOLLOWING THE LEAD ACFT. AFTER THE 2ND RUN, THE ACFT BANKED LEFT IN A LEVEL TURN TO MAKE ANOTHER RUN WITHOUT USING THE LEAD ACFT. DURING THE 3RD RUN THE TANKER STRUCK TREES NEAR THE TOP OF A 1800 FT RIDGELINE. WITNESSES ON THE GROUND REMARKED HOW LOW THE ACFT WAS. ACCORDING TO THE PLT'S PEERS, HE TOOK PRIDE IN DOING HIS JOB WELL & ALWAYS STROVE TO PUT THE CHEMICAL RIGHT ON TARGET. THERE HAD BEEN OCCASIONS IN THE PAST WHERE THIS ZEAL TO SUCCEED HAD RESULTED IN HIS GOING LOWER THAN THE 150 FT AGL MINIMUM ALTITUDE MANDATED BY FORESTRY SERVICE REGS. HE HAD, ON OCCASIONS, RETURNED TO BASE WITH TREE FOLIAGE STUCK IN HIS AIRCRAFT.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. (C) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/11/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4199 hours (Total, all aircraft), 733 hours (Total, this make and model), 3829 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DOUGLAS	Registration:	N4060A
Model/Series:	B-26C B-26C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	44-34102A
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	01/22/1983, 100 Hour	Certified Max Gross Wt.:	35000 lbs
Time Since Last Inspection:	20 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1558 Hours	Engine Manufacturer:	P&W
ELT:	Installed	Engine Model/Series:	R-2800-79
Registered Owner:	DENNIS LYNCH	Rated Power:	2000 hp
Operator:	DENNIS LYNCH	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LOZ, 1212 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1752 EST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 9000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Unknown / 15000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22° C / 9° C
Precipitation and Obscuration:			
Departure Point:	ASHVILLE, NC	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

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):	RICHARD P SHIPMAN	Report Date:	
Additional Participating Persons:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).