



National Transportation Safety Board Aviation Accident Final Report

Location:	DAYTON, TN	Accident Number:	ATL84FA286
Date & Time:	09/14/1984, 1008 EDT	Registration:	N6897L
Aircraft:	PIPER 602P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

ON ARRIVAL AT DESTINATION, PLT FOUND AIRPORT OBSCURED BY FOG, REPORTED BY UNICOM AS 1 MI VISIBILITY. PLT CIRCLED TO AWAIT IMPROVEMENT. 15 MIN LATER, VISIBILITY IMPROVED TO 1-1/2 MI. ACFT OBSERVED BRIEFLY THROUGH BREAKS, THEN HEARD MANUVERING TO NORTH AND SEEN ONCE ON APPROXIMATE DOWNWIND HDG. ACFT HEARD APPROACHING AIRPORT THEN APPEARED IN DIVING LEFT TURN BELOW FOG AND TO RIGHT OF RUNWAY BEFORE IMPACT. APPROVED NDB/VOR DME/RNAV APPROACHES TO AIRPORT HAVE 700 FT CEILING MINIMUM. ACFT FOUND CONFIGURED FOR LANDING. NO RECORD OF REQUEST FOR INSTRUMENT APPROACH.

Probable Cause and Findings

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: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) NOT SELECTED - PILOT IN COMMAND
3. (F) IFR PROCEDURE - NOT SELECTED - PILOT IN COMMAND
4. (C) VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
5. (F) WEATHER CONDITION - FOG

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING

Findings

6. (C) PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
7. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Multi-engine Land; Single-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:	None Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/01/1983
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	2600 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6897L
Model/Series:	602P 602P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	629328165055
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	11/02/1983, Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	197 Hours	Engines:	2 Reciprocating
Airframe Total Time:	676 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-AA15
Registered Owner:	BUSS AUTOMATION INC.	Rated Power:	290 hp
Operator:	BUSS AUTOMATION INC.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CHA, 682 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1008	Direction from Accident Site:	207°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19° C / 18° C
Precipitation and Obscuration:			
Departure Point:	LENOIR, NC (MRN)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0800 EDT	Type of Airspace:	Class G

Airport Information

Airport:	MARK ANTON (2A0)	Runway Surface Type:	Grass/turf
Airport Elevation:	717 ft	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	4500 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

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):	CHARLES T FOUTS	Report Date:	
Additional Participating Persons:	RUSSEL L MCKNIGHT; VERO BEACH, FL GREGORY A ERIKSON; ROSELLE, IL		
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/ .		

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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](#).