



Aviation Investigation Final Report

Location:	MORRISON, Tennessee	Accident Number:	ATL94LA031
Date & Time:	December 25, 1993, 12:00 Local	Registration:	N447TB
Aircraft:	CARSON PIEL EMERAUDE CP305	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A NON-CERTIFIED PILOT DECIDED TO TAKE A PASSENGER FOR AN AIRPLANE RIDE. SHORTLY AFTER TAKEOFF, A SNOWSTORM MOVED INTO THE AREA. WITNESSES STATED THAT AFTER A GO-AROUND, THE PILOT WAS ATTEMPTING TO LAND, WHEN THE AIRPLANE DISAPPEARED INTO CLOUDS. THE AIRPLANE WRECKAGE WAS FOUND APPROXIMATELY 1/2 MILE FROM THE AIRSTRIP ON THE FOLLOWING DAY. THE PILOT HAD BEEN ISSUED A STUDENT PILOT CERTIFICATE IN DECEMBER 1982. NO OTHER FLIGHT EXPERIENCE WAS OFFICIALLY RECORDED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADVERTENT FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC), AND FAILURE TO MAINTAIN AIRCRAFT CONTROL AFTER BECOMING SPATIALLY DISORIENTED. FACTORS RELATED TO THE ACCIDENT WERE: THE ADVERSE WEATHER CONDITIONS, AND THE PILOT'S IMPROPER WEATHER EVALUATION AND LACK OF INSTRUMENT EXPERIENCE.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH

Findings

1. (F) WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CLOUDS
3. (F) WEATHER CONDITION - LOW CEILING
4. (F) WEATHER CONDITION - SNOW
5. (C) VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

6. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
8. (F) QUALIFICATION - PILOT IN COMMAND
9. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

HISTORY OF FLIGHT

On December 25, 1993, at 1200 central standard time, a Carson Piel Emeraude CP305, N447TB, was destroyed following a collision with terrain in Morrison, Tennessee. The student pilot and one passenger were fatally injured in the accident and post impact fire. The aircraft was operated under 14 CFR Part 91 by the pilot. No flight plan was filed for the local, personal flight. The flight originated at a private, grass airstrip in Morrison shortly before the accident.

Witnesses reported that the pilot was performing touch and go landings at the airstrip, which was owned by the pilot's family. The winds were gusting, with intermittent snow shower activity. The aircraft was seen executing a go-around at about 15 feet above the ground, then turning toward an approaching snow shower. The witnesses, who were relatives of the pilot, lost visual contact with the aircraft due to the snow showers. The aircraft wreckage was found the following day in a wooded area, approximately one half mile from the airstrip.

PERSONNEL INFORMATION

Witnesses reported that the pilot had recently purchased the airplane. The pilot had been issued a student pilot certificate on December 20, 1982. It was reported that the pilot had conducted his first solo flight in January, 1983. No other flight experience was recorded.

MEDICAL AND PATHOLOGICAL INFORMATION

Autopsies and toxicological examinations were not performed on the occupants at the request of the victims' families.

Pilot Information

Certificate:	Student	Age:	32, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	December 2, 1982
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CARSON	Registration:	N447TB
Model/Series:	PIEL EMERAUDE CP305 PIEL EMERA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1169
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-235
Registered Owner:	SMITH, RICHARD J.	Rated Power:	115 Horsepower
Operator:	SHERRELL, JOE K.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	RNC ,1028 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	12:00 Local	Direction from Accident Site:	150°
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	Broken	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 21 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C / -1°C
Precipitation and Obscuration:	N/A - Blowing - Snow		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE NONE	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	35.599334,-85.909164(est)

Administrative Information

Investigator In Charge (IIC):	Sasser, Roff
Additional Participating Persons:	ROCKY D DAVIDSON; NASHVILLE , TN
Original Publish Date:	September 7, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=3333

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).