



# Aviation Investigation Final Report

<b>Location:</b>	DAHLONEGA, Georgia	<b>Accident Number:</b>	ATL94LA068
<b>Date &amp; Time:</b>	March 26, 1994, 04:30 Local	<b>Registration:</b>	N9722Q
<b>Aircraft:</b>	BEECH C23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT STATED THAT HE WAS ATTEMPTING A NIGHT LANDING UNDER VISUAL METEOROLOGICAL CONDITIONS. HE STATED THAT HE DROPPED HIS FLASHLIGHT ON SHORT FINAL APPROACH, AND BENT DOWN TO PICK THE FLASHLIGHT UP. HE SAID THAT WHEN HE LOOKED UP, THE AIRCRAFT STRUCK THE RUNWAY AND BOUNCED. THE PILOT LEFT THE SCENE OF THE ACCIDENT AND RETURNED TO HIS HOME IN MARYLAND WITHOUT REPORTING THE ACCIDENT TO AUTHORITIES. INVESTIGATION REVEALED THAT THE AIRCRAFT STRUCK THE TERRAIN 40 FEET SHORT OF THE APPROACH END OF THE RUNWAY. THERE WERE SEVERAL EMPTY BEER CANS FOUND IN THE COCKPIT AREA OF THE AIRCRAFT, AND ONE FULL CAN OF BEER FOUND IN THE PILOT'S LUGGAGE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The poor in-flight decision by the pilot to divert his attention from the runway on short final in order to retrieve a flashlight.

## Findings

Occurrence #1: UNDERSHOOT  
Phase of Operation: LANDING

### Findings

1. LIGHT CONDITION - DARK NIGHT

2. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND  
-----

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

## Factual Information

On March 26, 1994, about 0430 eastern standard time, a Beech C23, N9722Q, was substantially damaged following a collision with terrain during landing at Dahlenega, Georgia. Neither the private pilot nor his passenger were injured in the accident. The aircraft was being operated under 14 CFR Part 91 by the pilot. Visual meteorological conditions existed at the time, and no flight plan had been filed for the flight. The flight departed Marion, North Carolina about 1630.

According to residents living near the airport, a loud bang was heard at the airport around 0430. The airport manager reported finding the aircraft near the approach end of Runway 33 when he arrived for work about 0800. The pilot departed the area and returned to his home in Maryland without contacting or reporting the accident to any official in the Georgia area.

In his report of the accident, the pilot stated that on short final approach he dropped his flashlight. As he looked up after retrieving the flashlight, the airplane collided with the runway, and bounced out of control.

There were several empty beer cans found in the cabin area of the aircraft, and one full beer can found in the baggage near the aircraft.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	April 9, 1993
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	218 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N9722Q
<b>Model/Series:</b>	C23 C23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	M1304
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	February 17, 1994 Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	60 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2200 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360
<b>Registered Owner:</b>	AIR MOD INCORPORATED	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	BOWLES, ALFRED E. JR.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>	ATL ,1026 ft msl	<b>Distance from Accident Site:</b>	55 Nautical Miles
<b>Observation Time:</b>	11:00 Local	<b>Direction from Accident Site:</b>	180°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	12 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	11°C / 5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MARION , NC (9A9 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	LUMPKIN COUNTY 9A0	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1311 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	33	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 50 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	34.529346,-83.980827(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sasser, Roff
<b>Additional Participating Persons:</b>	JOHN H CORBETT; ATLANTA , GA
<b>Original Publish Date:</b>	December 7, 1994
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=3361">https://data.ntsb.gov/Docket?ProjectID=3361</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).