



Aviation Investigation Final Report

Location:	Asheville, North Carolina	Accident Number:	ANC07CA010
Date & Time:	December 30, 2006, 11:00 Local	Registration:	N2319L
Aircraft:	Beech BE-23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot was conducting a Title 14, CFR Part 91 cross-country personal flight with three passengers. While over an area of mountainous terrain, weather conditions began to deteriorate with fog, low ceilings, and poor visibility. The weather conditions worsened, and the airplane entered a fog bank. The pilot reported that after losing all visual reference with the mountainous terrain below, he leveled the airplane's wings, and began a shallow descent. As the airplane emerged from the fog bank, the pilot saw a tree-covered mountain slope about 100 feet ahead, and he selected a forced landing site in the trees. During the forced landing, the airplane sustained substantial damage to the wings, fuselage, and empennage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's continued VFR cruise flight into instrument meteorological conditions, which resulted in a forced landing and collision with trees. Factors associated with the accident were fog and low ceilings.

Findings

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

Findings

1. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - FOG
3. (F) WEATHER CONDITION - LOW CEILING
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: EMERGENCY LANDING

Findings

5. OBJECT - TREE(S)

Factual Information

The private pilot was conducting a Title 14, CFR Part 91 cross-country personal flight with three passengers. While over an area of mountainous terrain, weather conditions began to deteriorate with fog, low ceilings, and poor visibility. The weather conditions worsened, and the airplane entered a fog bank. The pilot reported that after losing all visual reference with the mountainous terrain below, he leveled the airplane's wings, and began a shallow descent. As the airplane emerged from the fog bank, the pilot saw a tree-covered mountain slope about 100 feet ahead, and he selected a forced landing site in the trees. During the forced landing, the airplane sustained substantial damage to the wings, fuselage, and empennage.

Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine land	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 With waivers/limitations	Last FAA Medical Exam:	August 1, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	129 hours (Total, all aircraft), 129 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N2319L
Model/Series:	BE-23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-145
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	December 1, 2006 Annual	Certified Max Gross Wt.:	2205 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4016.6 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O320-D2B
Registered Owner:	Gerald R. Ducatte	Rated Power:	160 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	0 miles
Lowest Ceiling:	200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.47 inches Hg	Temperature/Dew Point:	8°C / 6°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	COLUMBUS, OH (OSU)	Type of Flight Plan Filed:	None
Destination:	HENDERSONVILLE, NC (OAT)	Type of Clearance:	None
Departure Time:	08:35 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 2 None	Latitude, Longitude:	35.581821,-82.553741

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	Eddie Shields ; Federal Aviation Administration; Charlotte , NC
Original Publish Date:	April 25, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=65090

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