



# Aviation Investigation Final Report

<b>Location:</b>	CHATTANOOGA, Tennessee	<b>Accident Number:</b>	ATL93LA002
<b>Date &amp; Time:</b>	October 2, 1992, 17:04 Local	<b>Registration:</b>	N10BS
<b>Aircraft:</b>	BEECH E-55	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT WAS ON SHORT FINAL FOR A VISUAL APPROACH TO RUNWAY 15. HE OBSERVED AN APPROACHING OBJECT THAT APPEARED TO BE A RADIO-CONTROLLED MODEL AIRPLANE. HE PULLED UP AND BANKED TO THE LEFT; HOWEVER, THE OBJECT COLLIDED WITH THE UNDERSIDE OF THE RIGHT WING. THE AILERONS WERE MOMENTARILY JAMMED, BUT FORCE ON THE CONTROL YOKE FREED THEM. HE EXECUTED A GO-AROUND AND LANDED THE AIRPLANE ON RUNWAY 20. EXAMINATION OF THE AIRCRAFT REVEALED A HOLE IN THE UNDERSIDE OF THE RIGHT WING, A DESTROYED RIB, AND A NICKED AILERON CABLE. THERE WAS ALSO A BULGE IN THE UPPER WING SKIN. A SMALL SLIVER OF WOOD WAS FOUND INSIDE THE DAMAGED WING SECTION. A SEARCH FOR THE MODEL AIRPLANE AND ITS OPERATORS WAS UNSUCCESSFUL.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF AN UNKNOWN PERSON TO FOLLOW PROPER PROCEDURES/DIRECTIVES BY OPERATING A RADIO-CONTROLLED MODEL PLANE IN AIRPORT TRAFFIC PATTERN AIRSPACE.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) OBJECT - OTHER
2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - OTHER PERSON

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	29, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	December 12, 1991
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4511 hours (Total, all aircraft), 310 hours (Total, this make and model), 2246 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N10BS
<b>Model/Series:</b>	E-55 E-55	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TE-841
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 4, 1992 Annual	<b>Certified Max Gross Wt.:</b>	5300 lbs
<b>Time Since Last Inspection:</b>	20 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1582 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-C
<b>Registered Owner:</b>	OEHMIG, VON D.	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	OEHMIG, VON D.	<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>	Day
<b>Observation Facility, Elevation:</b>	CHA ,682 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	16:51 Local	<b>Direction from Accident Site:</b>	150°
<b>Lowest Cloud Condition:</b>	Scattered / 5000 ft AGL	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	70°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	SPRINGFIELD , MO (SGF )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>		<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	13:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	LOVELL FIELD CHA	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	682 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	15	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5000 ft / 150 ft	<b>VFR Approach/Landing:</b>	Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	35.00069,-85.229736(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Ralph
<b>Additional Participating Persons:</b>	ROBERT D HELMS; NASHVILLE , TN
<b>Original Publish Date:</b>	June 11, 1993
<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=8687">https://data.ntsb.gov/Docket?ProjectID=8687</a>

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