



National Transportation Safety Board Aviation Accident Final Report

Location:	JAMESTOWN, Tennessee	Accident Number:	ATL87MA035
Date & Time:	December 3, 1986, 03:52 Local	Registration:	N3898U
Aircraft:	BELL 206L-1	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled - Air Medical (Unspecified)		

Analysis

THE HELICOPTER WAS BEING USED IN AN EMERG MED SVC/MED-EVAC (EMS) OPN. AT 0230, THE PLT OBTAINED A PARTIAL WX BRIEFING. HE WAS ADVISED OF FLT PRCTNS FOR IFR WX THRU-OUT THE AREA WITH LOW CEILINGS, FOG, PRECIP & MTNS OBSCD. THE FLT DEPARTED NASHVILLE AT 0245 & LNDD AT JAMESTOWN AT 0333. ABOUT 17 MIN LATER, IT TOOK OFF ON THE RETURN FLT TO NASHVILLE WITH 2 MEDPSNL & A PATIENT ABOARD. ABOUT 3.2 MI FM THE DEPARTURE POINT, THE ACFT HIT TREES MOMENTS AFTER CROSSING HI TERRAIN ALONGTHE RIM OF A VALLEY. THE IMPACT AREA WAS VOID OF LGTS. A WX STUDY INDCD CLD BASES AT ABOUT 800' AGL, VIS LESS THAN 3 MI IN DRIZZLE & FOG. PSNL IN THE AREA ESTD 200' TO 300' OVERCAST, VIS 1/2 TO 3/4 MI. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND. THE EMS OPN WAS CERTIFIED UNDER 14 CFR 135 (NO SPECIFIC REG FOR EMS OPNS). THE COMPANY OPNS MANUAL LACKED GUIDANCE CONCERNING EMS OPNS. THE OPERATOR DID NOT HAVE AN FAA APPROVED TRAINING MANUAL. NO FAA RECORD WAS FND SHOWING A BASE INSPECTION BY EITHER OPNS OR MAINT INSPECTORS BTN 1/11/85 & THE DATE OF THE ACDNT.

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: CRUISE

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) PRESSURE - PILOT IN COMMAND
3. (F) LIGHT CONDITION - DARK NIGHT
4. (F) WEATHER CONDITION - LOW CEILING
5. (F) WEATHER CONDITION - FOG
6. (F) WEATHER CONDITION - RAIN
7. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
8. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
9. (F) OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
10. (F) INFORMATION INSUFFICIENT - COMPANY/OPERATOR MANAGEMENT
11. (F) INSUFF STANDARDS/REQUIREMENTS,OPERATION/OPERATOR - FAA(ORGANIZATION)
12. (F) INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: CRUISE

Findings

13. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
14. (F) OBJECT - TREE(S)
15. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport; Private	Age:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 14, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4570 hours (Total, all aircraft), 4192 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N3898U
Model/Series:	206L-1 206L-1	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	45575
Landing Gear Type:	Skid	Seats:	5
Date/Type of Last Inspection:	December 1, 1986 Continuous airworthiness	Certified Max Gross Wt.:	4050 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	1750 Hrs	Engine Manufacturer:	ALLISON
ELT:	Installed, not activated	Engine Model/Series:	250-C28B
Registered Owner:		Rated Power:	500 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	CUMBERLAND LEAS&INST CO [EMS]	Operator Designator Code:	FJIA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	4 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	JAMESTOWN , TN	Type of Flight Plan Filed:	None
Destination:	NASHVILLE , TN	Type of Clearance:	None
Departure Time:	03:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	JAMESTOWN MUNI 2A1	Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	3 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	36.43069,-84.929313(est)

Administrative Information

Investigator In Charge (IIC): Stiner, Walter

Additional Participating Persons: LARRY WILLIAMS; NASHVILLE , TN
ROGER M BAKER; WASHINGTON , DC
W. G GERHART; INDIANAPOLIS , IN
C. C HERRON; FORT WORTH , TX

Original Publish Date:

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=7528>

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