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BAID

**Bahamas
Accident
Investigation
Department**

NASSAU, N. P., BAHAMAS

AIRCRAFT ACCIDENT REPORT

LOSS OF CONTROL AND IMPACT WITH TERRAIN

CESSNA 310R

N310WL

**GOVERNORS HARBOUR, ELEUTHERA,
BAHAMAS**

October 24, 2014





**BAHAMAS
CIVIL AVIATION AUTHORITY
ACCIDENT INVESTIGATION DEPARTMENT
P.O. BOX AP-59244
BLAKE
NASSAU, N.P., BAHAMAS**

AIRCRAFT ACCIDENT REPORT

**CESSNA 310R
N310WL**

**LOSS OF CONTROL AND IMPACT WITH TERRAIN
GOVERNORS HARBOUR, ELEUTHERA
BAHAMAS
OCTOBER 24TH 2014**

Abstract: This report explains the circumstances surrounding the weather encounter and crash of N310WL, a Cessna 310R aircraft owned and operated by Owls Roost Flying Club of Vero Beach Florida while the aircraft was enroute from St. Lucie County International Airport, Fort Pierce, Florida to Governor's Harbour International Airport, Eleuthera, Bahamas during inclement and poor weather conditions. The aircraft went missing while preparing to make a second landing approach at Governor's Harbour International Airport after a failed first attempt due to the poor weather conditions that prevailed. The accident occurred on October 24th 2014 at approximately 8:30 am (1330Z) and resulted in the death of the pilot.



**BAHAMAS
CIVIL AVIATION AUTHORITY
ACCIDENT INVESTIGATION DEPARTMENT**

The Bahamas Accident Investigation Department (BAID) is the accident investigation unit of the **Civil Aviation Authority** (BCAA).

The BAID's function is to promote and improve safety and public confidence in the aviation industry through excellence in:

- Independent investigation of aviation accidents and other safety occurrences
- Safety data recording, analysis and research
- Fostering safety awareness, knowledge and action.

The BAID does not investigate for the purpose of apportioning blame or to provide a means for determining liability.

The BAID performs its functions in accordance with the provisions of the *Bahamas Civil Aviation (Safety) (Amendment) Regulations (BASR) 2013*, *Schedule 19, International Civil Aviation Organization (ICAO) Annex 13* and, where applicable, relevant international agreements.

The Bahamas Accident Investigation Department is mandated by the Ministry of Transportation and Aviation to investigate air transportation accidents and incidents, determine probable causes of accidents and incidents, issue safety recommendations, study transportation safety issues and evaluate the safety effectiveness of agencies and stakeholders involved in air transportation.

The BAID makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations and safety alerts. When the BAID issues a safety recommendation, the person, organization or agency must provide a written response within 90 days. That response must indicate whether the person, organization or agency accepts the recommendation, any reasons for not accepting part or all of the recommendation, and details of any proposed safety action to give effect to the recommendation.

Official Copies of accident reports can be obtained by contacting:

Mr. Ivan Cleare
Director (Acting)
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Unofficial copies of the reports can be viewed on the BAID website at www.aaipu-bcaa.com



**BAHAMAS
CIVIL AVIATION AUTHORITY
ACCIDENT INVESTIGATION DEPARTMENT**

TABLE OF CONTENTS

Abbreviations and Terminology.....	5
Definitions	5
Foreward.....	7
Title	8
1.0 FACTUAL INFORMATION:	9
1.1 HISTORY OF THE FLIGHT.....	9
1.2 INJURIES TO PERSONS.....	9
1.3 DAMAGE TO AIRCRAFT	9
1.4 OTHER DAMAGE	9
1.5 PERSONNEL INFORMATION	10
1.6 AIRCRAFT INFORMATION	10
1.7 METEOROLOGICAL INFORMATION	10
1.8 AIDS TO NAVIGATION	10
1.9 COMMUNICATIONS	11
1.10 AERODROME INFORMATION.....	11
1.11 FLIGHT RECORDERS	11
1.12 WRECKAGE AND IMPACT INFO	11
1.13 MEDICAL AND PATHOLOGICAL	11
1.14 FIRE	11
1.15 SURVIVAL ASPECTS.....	12
1.16 TESTS AND RESEARCH.....	12
2.0 Analysis	13
3.0 Conclusions.....	13
3.1 FINDINGS.....	13
3.2 PROBABLE CAUSE.....	13
3.3 CONTRIBUTING FACTORS.....	13
4.0 Safety Recommendations:.....	13

ABBREVIATIONS AND TERMINOLOGY

When the following terms are used in this report, they have the following meanings:

ATS	Air Traffic Services	ICAO	International Civil Aviation Organization
ATC	Air Traffic Control	MET	Meteorological Office / Department
BAID	Bahamas Accident Investigation Department	METAR	Weather Report furnished by Meteorological Department
BCAA	Bahamas Civil Aviation Authority	MYGF	Grand Bahama Int'l Airport
CASR	Bahamas Civil Aviation (Safety) Regulations	NM or nm	Nautical Miles
CFIT	Controlled Flight into Terrain	NTSB	National Transportation Safety Board
C of A	Certificate of Airworthiness	NVM	Non Volatile Memory
C of R	Certificate of Registration	SMOH	Since Major Overhaul
CVR	Cockpit Voice Recorder	USA	United States of America
DCA	Director of Civil Aviation	VFR	Visual Flight Rules
EST	Eastern Standard Time (-4 hours to convert from UTC)	UTC / Z	Universal Coordinated Time / Zulu Time
FAA	Federal Aviation Administration		

DEFINITIONS

When the following terms are used in this report, they have the following meanings as per BASR 2013 and ICAO Annex 13:

Accident - An occurrence associated with the operation of an aircraft which takes place between the times any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which:

- a) a person is fatally or seriously injured as a result of:
 - being in the aircraft, or
 - direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
 - direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or

- b) the aircraft sustains damage or structural failure which:
 - adversely affects the structural strength, performance or flight characteristics of the aircraft, and
 - would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to the engine, its cowlings or accessories; or for damage limited to propellers, wing tips, antennas,

tires, brakes, fairings, small dents or puncture holes in the aircraft skin; or

- c) the aircraft is missing or is completely inaccessible.
 - Note 1.— For statistical uniformity only, an injury resulting in death within thirty days of the date of the accident is classified as a fatal injury by ICAO.
 - Note 2.— An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.

Accredited representative - A person designated by a State, on the basis of his or her qualifications, for the purpose of participating in an investigation conducted by another State.

Adviser - A person appointed by a State, on the basis of his or her qualifications, for the purpose of assisting its accredited representative in an investigation.

Aircraft - Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

Causes - Actions, omissions, events, conditions, or a combination thereof, which led to the accident or incident.

CFIT - Controlled Flight into Terrain occurs when an airworthy aircraft under the complete control of the pilot is inadvertently flown into terrain, water, or an obstacle. The pilots are generally unaware of the danger until it is too late.

Fatal injury - means any injury which results in death within 30 days of the accident.

Investigation - A process conducted for the purpose of accident prevention which includes the gathering and analysis of information, the drawing of conclusions, including the determination of causes and, when appropriate, the making of safety recommendations.

Investigator-in-charge - A person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation.

Note.— Nothing in the above definition is intended to preclude the functions of an investigator-in-charge being assigned to a commission or other body.

Maximum mass - Maximum certificated take-off mass.

Operator - A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

Preliminary Report.The communication used for the prompt dissemination of data obtained during the early stages of the investigation.

Safety Recommendation.A proposal of the accident investigation authority of the State conducting the investigation, based on information derived from the investigation, made with the intention of preventing accidents or incidents.

State of Design - The State having jurisdiction over the organization responsible for the type design.

State of Manufacture - The State having jurisdiction over the organization responsible for the final assembly of the aircraft.

State of Occurrence - The State in the territory of which an accident or incident occurs.

State of the Operator - The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.

State of Registry - The State on whose register the aircraft is entered.

Note: - In the case of the registration of aircraft of an International operating agency on other than a national basis, the States constituting the agency are jointly and severally bound to assume the obligations which, under the Chicago Convention, attach to a State of Registry. See, in this regard, the Council Resolution of 14 December 1967 on Nationality and Registration of Aircraft Operated by International Operating Agencies which can be found in Policy and Guidance Material on the Economic Regulation of International.

FOREWARD

August 28, 2015

Mr. Ivan L. Cleare
Director (Acting)
Bahamas Civil Aviation Authority
P.O.Box N-975
Nassau, N.P., Bahamas

Sir

The attached Final Report summarizes the investigation into the circumstances of the accident involving N310WL, a Cessna 310R, registered in the United States to Owls Roost Flying Club. This accident occurred on October 24th 2014 at approximately 8:30 am local (1330Z UTC) time, the aircraft was discovered approximately 1/4 mile from the mainland at GPS coordinates N25.18.815 –W076.21.441.

This report is submitted pursuant to Part XII, Regulation 80, and Schedule 19 of the Bahamas Civil Aviation (Safety)(Amendment) Regulation (BASR 2013) and in accordance with Annex 13 to the Convention on International Civil Aviation Organization (ICAO). In accordance with referenced regulations and annex, the fundamental purpose of such investigation is to determine the circumstances and causes of these events, with a view to the preservation of life and the avoidance of similar occurrences in the future. It is not the purpose of such investigations to apportion blame or liability.

This report contains facts which have been determined up to the time of publication. Information is published to inform the aviation industry and the public of the circumstances surrounding this accident. The contents of this report may be subjected to alterations or corrections if additional factual information becomes available.

Regards



Delvin R. Major
Investigator in Charge
Bahamas Department of Civil Aviation
Bahamas Accident Investigation Department



**BAHAMAS
CIVIL AVIATION AUTHORITY
ACCIDENT INVESTIGATION DEPARTMENT**

TITLE

Registered Owner: Owls Roost Flying Club
Operator: Coy Lee Austin
Manufacturer: Cessna
Aircraft Type: 310R
Nationality: United States
Registration: N310WL
Place of Accident: Approximately 1/4 mile off James Cistern Eleuthera, Bahamas
Date of Accident: October 24th 2014
Notification: DCA, NTSB, ICAO, FAA, Cessna
Investigating Authority: Civil Aviation Authority
Bahamas Accident Investigation Department
Investigator in Charge: Delvin R. Major
Accredited Representative: Heidi Moats - NTSB
Releasing Authority: Civil Aviation Authority
Date of Final Report: August 28th, 2015

1.0 FACTUAL INFORMATION:**1.1 HISTORY OF THE FLIGHT**

On Friday October 24th 2014 at approximately 8:30 am (1330 UTC), a fixed wing, reciprocating, multi-engine aircraft, crashed into waters about 15 ft. in depth in an area approximately ¼ mile off shore of James Cistern Eleuthera, Bahamas. The Cessna Aviation Company 310R aircraft, was owned, operated and registered to Owls Roost Flying Club in the United States with registration number N310WL. The aircraft was destroyed and the single occupant, the pilot, was fatally injured.

The private flight departed St. Lucie County International Airport (KFPR) Ft. Pierce, Florida at 6:00 am (1100 UTC) the destination was Governor’s Harbour International Airport, Governor’s Harbour Eleuthera, Bahamas. Miami Center confirmed the flight plan filed with one soul (1) on board and that flight following was terminated at 7:10 am local time (1210 UTC) the aircraft operated at Flight Level 9500 under Visual Flight Rules (VFR) weather conditions.

At approximately 8:20 am (1320 UTC) the Aircraft Flight Information Service (AFIS) officer at Governor’s Harbour reported being contacted by the pilot of N310WL on Unicom frequency 122.80 MHz. The pilot was given the standard advisory. He was further advised that visibility was reduced with heavy showers over the field. The pilot then attempted a landing but was unable due to the bad weather conditions and poor visibility.

The pilot executed a missed approach and indicated on the frequency that he would go around, join the pattern and make another attempt. It was at this time that contact was lost with the aircraft and never reestablished though several attempts were made to do so.

Another aircraft inbound for Governor’s Harbour made inquiry about weather conditions from Aircraft Flight Information Services (AFIS), having received the conditions he diverted to North Eleuthera instead. After calls to reestablish radio contact with N310WL were unsuccessful, calls were made to Air Traffic Services (ATS) at North Eleuthera to determine if they had any contact with the missing aircraft but they had not heard from the aircraft.

Around 4:00pm local time a body strapped to an aircraft seat was discovered washed ashore along

with various pieces from an aircraft inclusive of an engine cowling and a landing gear.

The police were called who investigated and found the body to be that of Mr. Coy Lee Austin, pilot of the missing aircraft and from the debris found at the scene it was determined that they were from aircraft N310WL as the registration markings were inscribed on the engine cowling.

The body of the pilot was transported to the Rand Morgue of the Princess Margaret Hospital in Nassau for an autopsy to be carried out and a search was initiated to locate the aircraft.

On Thursday October 30th 2014 sometime around 1:41pm, while conducting search operations in the waters between Governor’s Harbour International Airport and the town of James Cistern Eleuthera, officers of the Royal Bahamas Police Force (RBPF) discovered the wreckage of N310WL. The aircraft was extensively damaged; lying upside down in approximately 15 ft. of water about ¼ of a mile from shore at GPS coordinates N25.18.815 and W076.21.441.

1.2 INJURIES TO PERSONS

<i>Injuries</i>	<i>Crew</i>	<i>Passengers</i>	<i>Others</i>	<i>Total</i>
Fatal	1			1

1.3 DAMAGE TO AIRCRAFT

The aircraft received severe structural damage as a result of the accident. Both wings were fractured and separated outboard of the nacelles, the main (tip) tanks were separated from the wings and severely damaged. Examination of the wreckage revealed most of the damage to the left side of the aircraft. The cockpit and nose area was crushed, damaged and fractured.

All of the landing gears were separated from the aircraft and both propellers were separated from the engines, the blades showing some “S” and aft bending and were found about 50 ft. from the wreckage.

1.4 OTHER DAMAGE

Other than damage sustained by aircraft, no other damage was reported.

1.5 PERSONNEL INFORMATION

The aircraft was piloted by 88 yr. old Coy Lee Austin of Vero Beach, Florida, USA. Mr. Austin was the holder of an Airline Transport Pilot Certificate number 1087612 with Airplane Multi Engine Land Commercial Privileges and Single Engine Land issued 4th February 2009 and a Third Class Medical certificate issued November 2013. Mr. Austin was also the holder of a Flight Instructor Airplane Single and Multi Instrument Airplane certificate issued 23rd February 1989 and also a Ground Instructor, Advance Instrument certificate issued 23rd December 1976.

Mr. Austin had a long and illustrious career as an aviator both in the military and as a civilian Airline Transport Pilot. The Bahamas Accident Investigation Department (BAID) was unable to obtain a record of Mr. Austin's total flying hours. His time flying this type of aircraft is unknown and the amount of hours flown by Mr. Austin in the last 24 hr, 7 days or the last 30 days prior to the accident is unknown.

Mr. Coy Austin was a longtime resident and home owner in the private community of Wykee Estates in Central Eleuthera and it is reported that he frequently made the journey between Fort Pierce and Governor's Harbour often carrying goods for other residents.

1.6 AIRCRAFT INFORMATION

Aircraft N310WL a US registered aircraft was manufactured by Cessna Aircraft Company. The aircraft was a fixed wing, reciprocating Multi Engine 310R model, manufactured in 1976 designated serial number 310R0585 and was registered to Owls Roost Flying Club PO Box 650639 Vero Beach Florida.

The aircraft was fitted with two reciprocating engines, model number IO-520M serial number 560019 (left) and 235747R (right) rated at 285 horsepower, manufactured by Teledyne Continental Engines fitted with McCauley constant speed variable pitch Propellers serial number 720026 (left) and 766796 (right).

The aircraft was fitted with tricycle type retractable landing gear, and was listed in the normal category, standard classification. Airworthiness certification date of the aircraft was July 22nd 1976.

At the time of the crash the aircraft Hobbs meter indicated 3374.6 hours. Maintenance invoice records collected from Bell Aircraft Sales and Service

Inc. which provided maintenance services to N310WL revealed that the most recent Annual/100 hour inspection was completed on November 29th 2013 at 3326 hours.

More recently invoices show maintenance to the left engine due to rough running and "Corrosion X" treatment to wings and tail was accomplished on January 10th 2014. Another invoice for replacement of right main landing gear down and lock switch dated September 6th 2014, was also accomplished by Bell Aircraft Sales and Service of Fort Pierce Florida.

The Bahamas Accident Investigation Department (BAID) was unable to obtain access to the aircraft maintenance records for inspection as part of this investigation.

1.7 METEOROLOGICAL INFORMATION

Bahamas Meteorological Department Bahamas Area Forecast valid for 12 hours from 1200 UTC was reviewed dated Friday October 24th 2014.

Special Features section of the report indicated combination frontal boundary along with broad low pressure system in western Caribbean Sea enhancing convection across area through forecast producing Significant Weather:

All Areas: Few/ scattered 015degrees to 025 degrees cumulonimbus towering cumulus clouds, variable broken overcast 030 degrees to 050 degrees, cloud top to flight level 7000 ft., cloud top merging within higher layer above flight level 12000. After 1200Z strong surface winds in extreme northwest Bahamas winds 080 degrees at 20knots gusts 30knots, local instrument flight rules conditions in widely scattered rain showers and thunder storm with rain showers mainly across northwest and central Bahamas, moderate to severe turbulence in vicinity of all cumulonimbus and towering cumulus clouds.

It is not known if the pilot received a weather report prior to departure from St. Lucie County International Airport.

1.8 AIDS TO NAVIGATION

At the time of the accident the aircraft had available the following navigational aids, Air Traffic Services (ATS) at Governor's Harbour International

Airport on Unicom frequency 122.80 for its standard advisories and communications with other aircraft operating within the airspace.

Also available were WX AWOS-2: 118.2, approach and departure services provided by Nassau approach frequency 121.0 and Nassau radio frequencies 128.0 primary and 124.2 secondary.

1.9 COMMUNICATIONS

Communication was established with Air Traffic Services (ATS) by N310WL on Unicom 122.8 and weather conditions advisory was given to the pilot. Communication was also made on the same frequency between the pilot of N301WL and the pilot of C6-FLI, another aircraft that was attempting to land at Governor's Harbour International Airport. After the missed approach, Mr. Austin indicated to the other pilot his intention to go around and rejoin the pattern.

Prior to contacts with Air Traffic Services and the other aircraft N310WL had established communications with Miami Center but this was terminated at (1210Z) 40 miles north west of the airport at flight level 9500.

1.10 AERODROME INFORMATION

Governor's Harbour International Airport is located 8 miles from the city of Governor's Harbour. The coordinates are latitude 25.2847097 N and longitude 76.3310083 W. Field elevation is 27 ft. above sea level and variation is 08 degrees west. The airport is served by two asphalt surfaced runways 15 and 33, the length of each being 8035 ft. (2449) meters with a width of 150 ft. (46) meters with a slope of 2 percent.

There is no air traffic control tower at the airport. Airport communications is via Unicom frequency 122.8 and radio aids to navigation on 118.2. Firefighting equipment, Customs, Immigration and fuelling services are available.

1.11 FLIGHT RECORDERS

N310WL was not fitted with a flight recorder as none was required by regulations for this type of aircraft.

1.12 WRECKAGE AND IMPACT INFO

Search and recovery personnel found the wreckage of N310WL upside down submerged in about 15 ft. of water about ¼ of a mile from the mainland at GPS coordinates N25.18.815 and W076.21.441. The majority of the damage appeared to be on the left hand side of the aircraft. The nose of the aircraft was severely crushed by the impact and the cockpit area badly damaged and fractured. A fracture was found on the front spar below the pilot's seat attachment.

The pilot was ejected from the aircraft still strapped to the seat by the lap restraints. Examination of the pilot's seat attachment brackets showed damage to all assemblies. Both wings were fractured and separated just outboard of the nacelles and both engine propellers were separated from their respective engine, the blades of both damaged.

Portions of the aircraft that became dislodged during the impact sequence, such as engine cowling, nose landing gear and seats were recovered along the shoreline.

1.13 MEDICAL AND PATHOLOGICAL

Due to the force of the crash and the damage to the aircraft by the impact, the pilot was ejected from the aircraft still strapped to the seat. The resulting trauma was evident by lacerations and wounds on the body at the time of recovery. His remains were discovered washed ashore at James Cistern.

The investigating officers were able to make a positive identification from the identification documents found on the body. Remains recovered were transported to the Princess Margaret Hospital Morgue for the purpose of conducting a full autopsy. A Final Forensic Toxicology Fatal Accident Report was also conducted by (CAMI) Civil Aerospace Medical Institute.

The cause of death has been determined as blunt force injuries to the head, neck and torso and extremities.

Toxicology analysis performed on samples from the pilot revealed no ethanol, carbon dioxide or other debilitating drugs were found in the specimen analyzed.

1.14 FIRE

Examination of the wreckage concluded no fire was involved pre or post-crash.

1.15 SURVIVAL ASPECTS

The nature of the crash, the severe impact forces involved and the resulting destruction of the aircraft, the ejection of the pilot from the aircraft and the trauma that resulted from this sequence of events proved non-survivable.

The extent of trauma to the victim was evident by the lacerations to the head especially and other parts of the body. A complete pathological diagnosis and autopsy report was conducted by the Rand Pathology Laboratory is contained in the accident report file at the offices of Bahamas Accident Investigation Department (BAID).

1.16 TESTS AND RESEARCH

During the period January 13th to 14th 2015, an inspection and examination of the wreckage of N310WL was conducted at Florida Air Recovery, Ft Pierce International Airport by Textron Aviation Air Safety Investigator in cooperation with Bahamas Accident Investigation Department of the Bahamas Civil Aviation Authority.

As a result of the follow-up inspection the following were noted;

Impact Sequence and Airframe Structure

The aircraft was in several pieces. Both wings were separated outboard of the nacelles during the accident.

The empennage was cut by recovery personnel to facilitate transportation of the wreckage, as well as both horizontal stabilizers. According to the recovery personnel, the aircraft was upside down and submerged in water. Examination of the wreckage shows most of the damage to the left side of the aircraft.

The cockpit and nose area was crushed, damaged and fractured.

All flight controls were observed and remained attached. Control cable continuity was established from the cockpit to all flight control surfaces.

The elevator and aileron trim actuators were measured and found to be unreliable out of scale in the tab up position.

The rudder trim actuator was measured and found to be 1.00” corresponding to 5° tab to the right.

The flap handle was observed in the up position.

The right fuel selector handle was observed in the right aux position and the selector valve was in the right main position.

The left selector handle was observed in the right main position and the selector valve was past the off position.

The landing gear selector was observed in the down position. The landing gear gearbox showed the landing gear was in the down position.

The pilot was ejected from the aircraft still strapped to his seat by the lap restraints. Examination of the pilot's seat attachment brackets showed damage to all assemblies.

A fracture was found on the front spar below the pilot seat.

Switches

The following switches were found in the “ON” position in the cockpit.

- Master and Standby battery
- Left and Right Alternator
- Avionics 1 and 2
- Left and Right Magneto – Left Engine
- Left and Right Magneto – Right Engine

The use and position of exterior lights inclusive of navigation, landing, strobe, taxi and instrument could not be determined.

Propellers

Examination of the propellers showed some S and aft bending on several of the blades.

Engines

Left and Right Engine Analysis were conducted in the United States at Teledyne Continental Motors (TCM) Factory in Mobile Alabama from March 10th to 12th 2015 with Bahamas Civil Aviation oversight.

The actual times on both left and right engine since date of manufacture or last inspections could not be determined. No logbooks for the engines were ever found or reviewed by the investigation team.

The report summary from the engine analysis of both left and right engines have determined that there were no pre-accident anomalies which would have prevented normal operation of either engine from producing rated horsepower.

2.0 ANALYSIS

- Weather conditions were a major contributing factor in this accident.
- Air Traffic Advisory Services were provided in accordance with established criteria and was not a factor in the cause of this accident.
- The pilot was properly certificated and qualified for the flight.
- The aircraft was maintained in accordance with maintenance procedures and FAA guidelines.
- From all indication and position of gear and other engine indications showed the aircraft was configured for a landing.
- Evidence and extent of damages to the aircraft consistent with the aircraft making a left turn in an attempt to return to the airport for a landing after the missed approach.

3.0 CONCLUSIONS

3.1 FINDINGS

- The pilot was properly certified and qualified for the flight.
- The airplane was properly certificated and maintained in accordance with existing regulations.
- There were no airplane system or power-plant anomalies that contributed to the cause of the accident.
- There was no evidence to support whether the pilot received a standard weather briefing prior to departure.
- There was no evidence to support whether the pilot received an abbreviated or enroute weather briefing
- No evidence of any pre-impact mechanical failure or malfunction was found.
- The aircraft was configured for a landing.
- Engine analysis revealed no pre-accident anomalies that would have prevented

normal operation and production of rated horsepower.

3.2 PROBABLE CAUSE

The probable cause of this accident has been determined as controlled flight into terrain possibly due to the effects of spatial disorientation as a result of the poor visibility and weather conditions.

3.3 CONTRIBUTING FACTORS

The prevailing poor weather conditions and resulting poor visibility was a contributing factor in this accident.

4.0 SAFETY RECOMMENDATIONS:

As a result of this investigation, the BAID makes NO recommendations