



National Transportation Safety Board

Aviation Accident Data Summary

Location:	LEBANON, NH	Accident Number:	NYC94FA029
Date & Time:	12/02/1993, 1728 EST	Registration:	N28163
Aircraft:	AEROSPATIALE TB-21	Injuries:	2 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE AIRPLANE COLLIDED WITH TREES ON A HILL, ABOUT 1/2 MILE FROM THE AIRPORT (LEB). THE ACCIDENT SITE WAS ABOUT 250 FEET ABOVE THE AIRPORT ELEVATION. THE PILOT WAS ON A CLEARANCE, IN PART, TO CLIMB TO 6000 FEET; HE WAS IN RADIO CONTACT WITH THE LEB TOWER CONTROLLER. THE CONTROLLER REPORTED HE NOTICED THE AIRPLANE HAD TURNED TOO FAR LEFT AFTER TAKEOFF AND IT WAS HEADED TOWARD A HILL. HE ASKED THE PILOT IF HAD HAD THE HILL IN SIGHT, AND THE PILOT RESPONDED 'SAY AGAIN.' THE SURVIVING PASSENGER REPORTED HE OVERHEARD THE CONTROLLER CALLING THE PILOT TO ALERT HIM OF THE HILL AND THEREAFTER THE COLLISION OCCURRED. A SECOND PILOT WAS ABOARD, AS A SAFETY PILOT; HE WAS AN INSTRUMENT RATED FLIGHT INSTRUCTOR. ALTHOUGH BOTH PILOTS HAD PREVIOUSLY DEPARTED THE AIRPORT SEVERAL TIMES, ACCORDING TO THEIR LOGBOOKS, THE ACCIDENT FLIGHT WAS THEIR FIRST NIGHT DEPARTURE FROM THE AIRPORT. THE DEPARTURE PROCEDURE FOR THE AIRPORT, IN PART STATES, '...CLIMB VISUALLY OVER AIRPORT, TO CROSS THE AIRPORT AT OR ABOVE 1500 FEET, THEN PROCEED ON COURSE.'

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain adequate terrain clearance which resulted in an inflight collision with the terrain. A factor was a dark night condition.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Pilot Information

Certificate:	Private	Age:	53
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	434 hours (Total, all aircraft), 85 hours (Total, this make and model), 331 hours (Pilot In Command, all aircraft), 54 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AEROSPATIALE	Registration:	N28163
Model/Series:	TB-21 TB-21	Engines:	1 Reciprocating
Operator:	KLAUS EBERIUS	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	TIO-540-AB1A0
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	LEB, 598 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Broken / 15000 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	1°C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	Destination: CLEVELAND, OH (CGF)		

Airport Information

Airport:	LEBANON (LEB)	Runway Surface Type:	Asphalt
Runway Used:	18	Runway Surface Condition:	Dry
Runway Length/Width:	5200 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal, 1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): ROBERT L HANCOCK,

Adopted Date: 12/02/1994

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.