



National Transportation Safety Board Aviation Accident Data Summary

Location:	WORCESTER, VT	Accident Number:	NYC99FA199
Date & Time:	08/14/1999, 1308 EDT	Registration:	N24CD
Aircraft:	Cessna P210N	Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot received three weather briefings from a flight service station prior to departure. The briefings included forecasts of thunderstorm activity along the planned route of flight, and in the area of the departure airport. The pilot was asked by the weather briefer if the airplane was equipped with weather radar. The pilot stated that he had a stormscope and weather radar. He departed the runway with a 15-20 knot tailwind, did not follow the published instrument departure procedure, and flew south toward mountainous terrain. The wreckage was located about 200 feet from the summit, on the south side of the mountain. Witnesses at the airport and in the vicinity of the accident site report hearing thunder about the time of the accident. Additionally, weather imageries and surface observations confirmed areas of heavy precipitation south of the airport, in the vicinity of the accident site, at the time of the accident. The pilot made four brief transmissions to Air Traffic Control, but was never in radar contact.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate in-flight planning/decision, his failure to follow the published instrument departure procedure for the particular runway, and his continued flight into known adverse weather. A factor was thunderstorms.

Findings

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

Findings

1. TERRAIN CONDITION - RISING
2. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. (F) WEATHER CONDITION - THUNDERSTORM
4. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
5. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: CLIMB

Findings

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Pilot Information

Certificate:	Private	Age:	43
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	840 hours (Total, all aircraft), 700 hours (Total, this make and model), 780 hours (Pilot In Command, all aircraft), 140 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N24CD
Model/Series:	P210N P210N	Engines:	1 Reciprocating
Operator:	DENNIS L. LEHMAN	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	TSIO-520
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MPV, 1165 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 1300 ft agl	Wind Speed/Gusts, Direction:	9 knots / , 310°
Temperature:	19° C	Visibility	1.25 Miles
Precipitation and Obscuration:			
Departure Point:	STOWE, VT (MVL)	Destination:	HARRISBURG, PA (CXY)

Airport Information

Airport:	MORRISVILLE-STOWE STATE (MVL)	Runway Surface Type:	Asphalt
Runway Used:	19	Runway Surface Condition:	Dry
Runway Length/Width:	3701 ft / 75 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): ROBERT J GRETZ Adopted Date: 06/07/2000

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/>.

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