



National Transportation Safety Board Aviation Accident Final Report

Location:	HARRISON, NY	Accident Number:	NYC90FA129
Date & Time:	06/14/1990, 1655 EDT	Registration:	N72476
Aircraft:	CESSNA 337G	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT OBTAINED A SPECIAL VFR CLEARANCE INTO AN AIRPORT THAT WAS IFR. HE WAS ADVISED OF THE WEATHER CONDITIONS, BUT ELECTED TO CONTINUE HIS APPROACH. HE MADE TWO APPROACHES AND COULD NOT MAKE VISUAL CONTACT WITH THE GROUND. AFTER ABORTING THE SECOND APPROACH, THE AIRPLANE WAS SEEN BY GROUND WITNESSES COMING OUT OF THE CLOUDS AT A LOW ALTITUDE. THE WITNESSES SAW THE AIRPLANE NOSE UP AND STALL. THE PILOT WAS NOT INSTRUMENT RATED AND NO RECORDS WERE FOUND TO INDICATE THAT HE HAD ANY PREVIOUS INSTRUMENT EXPERIENCE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DECISION TO CONTINUE VFR FLIGHT INTO IMC AND HIS SUBSEQUENT LOSS OF CONTROL OF THE AIRPLANE. THE WEATHER CONDITIONS AND THE PILOT'S LACK OF INSTRUMENT FLIGHT EXPERIENCE WERE FACTORS IN THE ACCIDENT.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: APPROACH

Findings

1. (F) WEATHER CONDITION - CLOUDS
2. (F) WEATHER CONDITION - FOG
3. (F) WEATHER CONDITION - RAIN
4. (F) WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS
5. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING

Findings

7. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	71, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/27/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N72476
Model/Series:	337G 337G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	33701598
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4630 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360G
Registered Owner:		Rated Power:	210 hp
Operator:	PASQUALE MARINI	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HPN, 439 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1645 EDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 300 ft agl	Visibility	2 Miles
Lowest Ceiling:	Overcast / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16 °C / 15 °C
Precipitation and Obscuration:			
Departure Point:	HUDSON, NY (1B1)	Type of Flight Plan Filed:	None
Destination:	WHITE PLAINS, NY (HPN)	Type of Clearance:	None
Departure Time:	1600 EDT	Type of Airspace:	

Airport Information

Airport:	WEST CHESTER COUNTY (HPN)	Runway Surface Type:	Asphalt
Airport Elevation:	439 ft	Runway Surface Condition:	Wet
Runway Used:	11	IFR Approach:	Visual
Runway Length/Width:	4451 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ALAN J YURMAN	Report Date:	02/12/1993
Additional Participating Persons:			
Publish Date:			
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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).