



National Transportation Safety Board Aviation Accident Final Report

Location:	SANBORNTON, NH	Accident Number:	NYC89LA207
Date & Time:	09/01/1989, 2200 EDT	Registration:	N9334J
Aircraft:	PIPER PA-28-180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor, 1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

AFTER THE PLT OF PIPER PA-28, N9334J, TOOK OFF AT NGT BEHIND CESSNA, N65595, HE AND THE OTR PLT ENCTRD MARGINAL WX CONDS. A PSGR OF N9334J RPRTD THE 2 ACFT ENCTRD LOW CLDS & TURBC. HE SAID THE 2 ACFT CONVERGED TO W/I 100' OF EACH OTHER & THE PA-28 PLT TOOK ACTION TO MAINT SEPN FM THE CESSNA. THE PA-28 PLT RPRTD THAT AFTER ENCTRG ADVERSE WX, HE ELECTED TO RTRN TO THE ARPT; HOWEVER, HIS ACFT ENCTRD SVR TURBC AND WINDSHEAR THAT RESULTED IN A SUDDEN LOSS OF ALT. HE SAID HE LEVELED THE WINGS & APPLIED FULL PWR, BUT THE PSGR PANICKED & PULLED BACK ON THE YOKE, WHICH AGGRAVATED THE SITUATION. THE PSGR SAID THAT HE GRABBED & PULLED BACK ON THE YOKE, ONLY WHEN A NOSE DOWN COLLISION WITH TERRAIN WAS IMMINENT. SUBSEQUENTLY, THE ACFT IMPACTED IN A HAYFIELD & SLID ON ITS BELLY TO A STOP. A WITNESS RPRTD LOW CLDS, FOG AND RAIN. THE WIND WAS RPRTD TO BE GSTG TO 30 KTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC) BY THE PILOT, AND HIS INADEQUATE REMEDIAL ACTION TO CORRECT THE SITUATION. THE ADVERSE WEATHER CONDITIONS AND DARKNESS WERE RELATED FACTORS.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CLIMB

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - RAIN
5. (F) WEATHER CONDITION - TURBULENCE
6. (F) WEATHER CONDITION - UNFAVORABLE WIND
7. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

8. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
9. CONTROL INTERFERENCE - PERFORMED - PASSENGER

Factual Information

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/24/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	634 hours (Total, all aircraft), 608 hours (Total, this make and model), 559 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9334J
Model/Series:	PA-28-180 PA-28-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-3431
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	01/03/1989, Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	1122 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3501 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A3A
Registered Owner:	CHEROKEE FLYING CLUB	Rated Power:	180 hp
Operator:	A G. ALLEN & R. HANLON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Broken / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	22 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	20° C / 20° C
Precipitation and Obscuration:			
Departure Point:	LACONIA, NH (LCI)	Type of Flight Plan Filed:	None
Destination:	NEWBURYPORT, MA (2B2)	Type of Clearance:	None
Departure Time:	2200 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	CHAUNCEY D TWINE, JR.	Report Date:	07/29/1992
Additional Participating Persons:	GARY READIO; PORTLAND, ME		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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