



National Transportation Safety Board Aviation Accident Final Report

Location:	SPARTA, NJ	Accident Number:	NYC87FA215
Date & Time:	08/01/1987, 1410 EDT	Registration:	N735DS
Aircraft:	CESSNA 182Q	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE ACFT WAS OBSERVED TO FLY NEAR POWER LINES, THEN ROLL INVERTED, CRASH & BURN IN A WOODED AREA. THE 4 OCCUPANTS RCVD MULTIPLE IMPACT INJURIES WHICH WERE FATAL. THE ACFT WAS DESTROYED BY THE IMPACT & POST CRASH FIRE. SVRL WITNESSES RPRTD THE ENG POWER WAS INTERMITTENT, BUT NO REASON WAS FND FOR THE RPRTD POWER LOSS. ALTHOUGH SOME WITNESSES ON THE GROUND THOUGHT THE ACFT STRUCK THE POWER LINES, AN AIRBORNE WITNESS (WHO SAW THE ACDNT) SAID IT DID HIT THE LINES. NO PHYSICAL EVIDENCE OF A POWER LINE STRIKE WAS FOUND. TOXICOLOGY CHECKS OF THE PLT SHOWED MEASURABLE LVLS OF ALCOHOL & BUTALBITAL. CHECKS OF HIS LIVER TISSUE AT 2 LABS SHOWED APRX 0.07% ALCOHOL, ALTHOUGH A 3RD LAB ONLY DETECTED ALCOHOL (0.05%) IN KIDNEY TISSUE. THE PLT'S WIFE SAID HE HAD USED FIORINAL, A PRESCRIPTION DRUG FOR HEADACHES. BUTALBITAL IS AN ACTIVE INGREDIENT OF FIORINAL & IS A BARBITURATE WITH SIDE EFFECTS OF DROWSINESS & LOSS OF ALERTNESS. ALSO, THE EFFECTS OF BUTALBITAL ARE ADDITIVE WITH THOSE OF ALCOHOL. ON 10/28/85 (DATE OF MED CERT), THE PLT RPRTD HE HAD 400 HRS OF FLT TIME.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: CRUISE

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - EMERGENCY

Findings

2. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. MANEUVER - INITIATED - PILOT IN COMMAND
4. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
6. (C) IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
7. (C) IMPAIRMENT(DRUGS) - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/28/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	400 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N735DS
Model/Series:	182Q 182Q	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18265347
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	02/04/1987, Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	2 Hours	Engines:	1 Reciprocating
Airframe Total Time:	710 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-U
Registered Owner:	ROBERT MORSE	Rated Power:	230 hp
Operator:	ROBERT MORSE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1411	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	ANDOVER, NJ (12N)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1405 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	4 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROBERT L HANCOCK	Report Date:	05/01/1989
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 pubinquiry@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](#).