



National Transportation Safety Board Aviation Accident Data Summary

Location:	HAMPTON, NH	Accident Number:	ATL86FA240
Date & Time:	09/01/1986, 1112 EDT	Registration:	N8285C
Aircraft:	PIPER PA-28-161	Injuries:	2 Fatal, 2 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT WAS FLYING AT LOW ALT IN THE VICINITY OF INTERSTATE I-95 WHEN THE PLT MADE A 360 DEG, RGT TURN. AFTER THE TURN, THE ACFT COLLIDED WITH PWR LINES, WHICH CROSSED I-95, THEN CRASHED & BURNED. A WITNESS ESTIMATED THE ACFT HAD DSCNDD TO ABOUT 35 TO 50 FT AGL BFR HITTING THE PWR LINES. AN EXAM OF THE ACFT & ENG REVEALED NO EVIDENCE OF A PREIMPACTMECHANICAL PROBLEM. THE PLT WAS FLYING THE ACFT FROM THE RGT SEAT. THE OUTBOARD (MALE) PORTION OF THE RGT SEAT BELT WAS FND CONNECTED TO THE INBOARD (FEMALE) PORTION OF THE LEFT SEAT BELT. LIKewise, THE OUTBOARD (MALE) PORTION OF THE LEFT SEAT BELT WAS FND CONNECTED TO THE INBOARD (FEMALE) PORTION OF THE RGT SEAT BELT; HOWEVER, THE INBOARD PORTION OF THE RGT SEAT BELT WAS NOT ANCHORED TO THE AIRFRAME. THE PASSENGERS (PAX) IN THE LEFT FRONT & LEFT REAR SEATS WERE FATALLY INJURED. A POSTMORTEM EXAM OF THE FATAL PAX FAILED TO DISCLOSE INJURIES COMMENSURATE WITH THE USE OF RESTRAINT SYSTEMS. A TOXICOLOGY CHECK SHOWED THE PLT HAD A BLOOD/ALCOHOL LVL OF 0.155%.

Probable Cause

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. (C) JUDGMENT - POOR - PILOT IN COMMAND
2. (C) IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. (F) MISC EQPT/FURNISHINGS,SEAT BELT - DISCONNECTED
4. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND
6. (F) MISC EQPT/FURNISHINGS,SEAT BELT - NOT ENGAGED
7. (F) SEAT BELT - NOT USED - PASSENGER
8. MANEUVER - PERFORMED - PILOT IN COMMAND
9. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
10. (F) OBJECT - WIRE,TRANSMISSION
11. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Commercial	Age:	36
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	330 hours (Total, all aircraft), 70 hours (Total, this make and model), 150 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8285C
Model/Series:	PA-28-161 PA-28-161	Engines:	1 Reciprocating
Operator:	NEW ENGLAND FLYERS	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PMS, 101 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	4 knots / 1 knots, 130°
Temperature:	24° C	Visibility	25 Miles
Precipitation and Obscuration:			
Departure Point:	BEVERLY, MA	Destination:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): PHILLIP POWELL

Adopted Date: 03/25/1988

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.