



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CALDWELL, NJ	<b>Accident Number:</b>	NYC87LA001
<b>Date &amp; Time:</b>	10/01/1986, 0015 EDT	<b>Registration:</b>	N8320A
<b>Aircraft:</b>	PIPER PA-28RT-201	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

THE PILOT IN COMMAND ALLOWED THE AIRCRAFT TO BECOME TOO LOW DURING A NIGHT SIMULATED EMERGENCY (ENGINE OUT) DURING AN INSTRUCTIONAL FLIGHT. THE AIRCRAFT CONTACTED THE TOPS OF TREES, BECAME UNCONTROLLABLE AND CRASHED TO THE GROUND.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: LANDING

### Findings

1. (C) EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)

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

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

2. (F) OBJECT - TREE(S)
3. (C) AIRSPEED - NOT MAINTAINED - DUAL STUDENT
4. (F) LIGHT CONDITION - DARK NIGHT
5. (C) PROPER DESCENT RATE - NOT MAINTAINED - DUAL STUDENT
6. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
7. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
8. (F) LANDING LIGHT(S) - INOPERATIVE
9. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND(CFI)
10. (F) AIRPORT FACILITIES,VISUAL APCH SLOPE IND(VASI) - INOPERATIVE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	05/01/1986
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1047 hours (Total, all aircraft), 10 hours (Total, this make and model), 980 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N8320A
<b>Model/Series:</b>	PA-28RT-201 PA-28RT-20	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28R8118048
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	04/03/1986, Annual	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>	45 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1737 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-360
<b>Registered Owner:</b>	GENERAL AVIATION CO.	<b>Rated Power:</b>	200 hp
<b>Operator:</b>	ROBERT A. GOLDSTONE AVIATION	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual 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:	Clear / 0 ft agl	Visibility	12 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:	
Precipitation and Obscuration:			
Departure Point:	TETERBORO, NJ	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	2345 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	ESSEX (CDW)	Runway Surface Type:	Asphalt
Airport Elevation:	175 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	4550 ft / 80 ft	VFR Approach/Landing:	Simulated Forced Landing; Straight-in

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	VINCENT D MARCANTELLI	Report Date:	03/10/1988
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).