



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	HOPKINTON, NH	<b>Accident Number:</b>	NYC85FNC02
<b>Date &amp; Time:</b>	01/01/1985, 1315 EST	<b>Registration:</b>	N47364
<b>Aircraft:</b>	PIPER PA-34-200T	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE ACFT COLLIDED WITH A TREE DURING AN ILS APPROACH IN IMC WX. THE ACFT WAS ON A X-CTY FLT AND THE PLT DECLARED A MISSED APPROACH AT THIS PT BUT DID NOT ACKNOWLEDGE HITTING THE TREE. WHEN THE RT ENG QUIT AND DIRECTIONAL CONTROL COULD NOT BE MAINTAINED THE PLT ELECTED TO MAKE A POWER OFF LANDING OFF ARPT IN AN OPEN AREA. MORE TREE COLLISIONS OCCURRED DURING LNDG AND A HARD TOUCHDOWN WAS MADE ON ROLLING TERRAIN. NO MECHANICAL DISCREPANCIES WERE FOUND ON THE ACFT. THE PLT HAD ACCEPTED THE ACFT WITH THE LEFT ALTERNATOR REMOVED FOR REPAIRS. THE PURPOSE OF THE FLT WAS TO TRANSPORT THE PLTS MOTHER TO HER HOME IN NH. THE ILS APPROACH HAD BEEN ATTEMPTED AT LEBANON, NH.

## 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: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) OBJECT - TREE(S)
2. (C) PLANNED APPROACH - NOT FOLLOWED - PILOT IN COMMAND
3. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND
6. (F) WEATHER CONDITION - LOW CEILING

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Occurrence #2: LOSS OF ENGINE POWER

Phase of Operation: MANEUVERING

Findings

7. COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND

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Occurrence #3: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<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 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	04/18/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6000 hours (Total, all aircraft), 1500 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N47364
<b>Model/Series:</b>	PA-34-200T PA-34-200T	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	34 7770388
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	11/27/1984, Annual	<b>Certified Max Gross Wt.:</b>	4750 lbs
<b>Time Since Last Inspection:</b>	7 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	4127 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-360
<b>Registered Owner:</b>	JACK BIRNEY	<b>Rated Power:</b>	200 hp
<b>Operator:</b>	GABRIEL WYNTERS	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
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 / 800 ft agl	Visibility	3 Miles
Lowest Ceiling:	Overcast / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-1° C / -18° C
Precipitation and Obscuration:			
Departure Point:	CROSS KEYS, NJ (17N)	Type of Flight Plan Filed:	IFR
Destination:	LEBANON, NH (LEB)	Type of Clearance:	IFR
Departure Time:	1050 EST	Type of Airspace:	Class E

## Airport Information

Airport:	LEBANON, NH (LEB)	Runway Surface Type:	Asphalt
Airport Elevation:	581 ft	Runway Surface Condition:	
Runway Used:	7	IFR Approach:	ILS
Runway Length/Width:	5495 ft / 150 ft	VFR Approach/Landing:	

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	EDWARD M JOHNSON	Report Date:	
Additional Participating Persons:	DOMINICK LABRUNA; 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 <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](#).