



National Transportation Safety Board Aviation Accident Data Summary

Location:	WHITEFIELD, NH	Accident Number:	NYC85FA060
Date & Time:	02/01/1985, 2025 EST	Registration:	N27522
Aircraft:	PIPER PA-31-350	Injuries:	4 Fatal, 1 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE ACFT CRASHED AFTER EXECUTING A MISSED APPROACH AT WHITEFIELD DURING IMC WX. THE ACFT WAS SEEN AT 300-400 FT AGL DURING SOME PART OF THE MANEUVERING NEAR THE ARPT. THE ACFT SEEMED TO BE HEADING FOR THE ARPT WHEN LAST SEEN BY GROUND OBSERVERS. THE ONLY INDICATION OF TROUBLE WAS THE LOW ALT. OF FLT. THE ACFT CRASHED AT THE 2800 FT LEVEL OF TWIN MT ON A HDG OF 120 DEG AT 2035 HRS. IT WAS LAST SEEN ABOUT 2015 HOURS. NO FUEL WAS FOUND IN THE ENG FUEL DIVIDERS OR FUEL LINES. THE INBOARD TANKS WERE MORE THAN HALF FULL OF FUEL. NORMAL OPERATION CALLS FOR TAKEOFF, CLIMB & DESCENT ON THE INBOARD TANKS. THE OUTBOARD TANKS ARE USED FOR NON-MANEUVERING FLT DURING CRUISE.

Probable Cause

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

Findings

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

Findings

1. (F) FLUID,FUEL - STARVATION
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
4. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

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

Findings

5. (F) WEATHER CONDITION - LOW CEILING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	37
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N27522
Model/Series:	PA-31-350 PA-31-350	Engines:	2 Reciprocating
Operator:	LADCO, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	LIO-540-52BD
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	Overcast / 2000 ft agl	Wind Speed/Gusts, Direction:	/ ,
Temperature:	-18°C	Visibility	1 Miles
Precipitation and Obscuration:			
Departure Point:	BURLINGTON, VT (BTV)	Destination:	WHITEFIELD, NH (HIE)

Airport Information

Airport:	WHITEFIELD (HIE)	Runway Surface Type:	
Runway Used:	10	Runway Surface Condition:	Snow--dry
Runway Length/Width:	3500 ft / 75 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): MICHAEL T KUZENKO

Adopted 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 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.