



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	TEMPLETON, MA	<b>Accident Number:</b>	NYC84FA085
<b>Date &amp; Time:</b>	01/28/1984, 1910 EST	<b>Registration:</b>	N55495
<b>Aircraft:</b>	PIPER PA-28R-200	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	4 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE ACFT COLLIDED WITH TREES ON UNLGTD TERRAIN AT NGT AFTER MAKING A LOW PASS AT APRX 60 FT AGL WITH THE GEAR EXTENDED. WITNESSES REPORTED THAT THE ACFT'S CLEARANCE LIGHTS WERE NOT OPERATING UNTIL THE RWY LIGHTS WERE TURNED ON, THEN THEY OBSERVED THE ACFT'S STROBE LIGHT. THE RWY LIGHTS COULD HAVE BEEN TURNED ON BY KEYING THE RADIO MIKE ON 123.45 MHZ. THE WITNESSES HEARD THE SOUND OF THE CRASH WHICH WAS FOLLOWED BY SILENCE. DURING IMPACT IN A WOODED AREA, THE ACFT COLLIDED WITH SEVERAL TREES OVER AN AREA OF ABOUT 175 FT. THE ACFT'S LIGHT & ALTERNATOR SWITCHES WERE FOUND IN THE 'OFF' POSITION; THE BATTERY SWITCH WAS ON. THE ALTERNATOR PULLEY HAD A FRACTURE SEPARATION; HOWEVER, THE MODE OF SEPARATION WAS NOT DETERMINED. THE ACFT HAD DEPARTED MANSFIELD, MASSACHUSETTS FOR MANSFIELD, NEW HAMPSHIRE AT 1845 EST. THE PLT HAD PLANNED TO RETURN IN 4 HRS.

## 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: MANEUVERING

### Findings

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. (F) LIGHT CONDITION - DARK NIGHT
3. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. (F) OBJECT - TREE(S)
6. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	54, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/21/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1600 hours (Total, all aircraft), 8 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N55495
<b>Model/Series:</b>	PA-28R-200 PA-28R-200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28-R-7335244
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	10/10/1983, 100 Hour	<b>Certified Max Gross Wt.:</b>	2650 lbs
<b>Time Since Last Inspection:</b>	46 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3073 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360-C1G
<b>Registered Owner:</b>	FOXTROT PAPA, INC.	<b>Rated Power:</b>	200 hp
<b>Operator:</b>	POWELL AVIATION, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	ORC, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2355 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-6° C / -17° C
Precipitation and Obscuration:			
Departure Point:	MANSFIELD, MA (1B9)	Type of Flight Plan Filed:	None
Destination:	MANCHESTER, NH (MHT)	Type of Clearance:	None
Departure Time:	1845 EST	Type of Airspace:	

## Airport Information

Airport:	GARDNER (GDM)	Runway Surface Type:	
Airport Elevation:	995 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	DENNIS L JONES	Report Date:	
Additional Participating Persons:	WILLIAM MURPHY; WESTFIELD, MA DAVID GRAHAM; BOSTON, MA		
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:pubinquiry@ntsb.gov">pubinquiry@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](#).