



National Transportation Safety Board Aviation Accident Data Summary

Location:	West Dover, VT	Accident Number:	NYC07FA038
Date & Time:	12/02/2006, 1245 EST	Registration:	N9797Q
Aircraft:	Smith, Ted Aerostar 601P	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

On the day of the accident, the pilot was returning to his home airport, after dropping off friends at a different airport. No weather briefing or flight plan was filed with Flight Service for either flight. A witness and radar data depicted the accident airplane on a straight-in approach for runway 1, in a landing configuration, at a groundspeed of approximately 120 knots. The last radar target was recorded about 1/4 mile from the runway threshold, at an altitude of approximately 150 feet agl. The wreckage was later found about 1/2 mile east of the runway threshold. Review of weather information revealed general VFR conditions along the route of flight, and at reporting stations near the accident site. Gusty winds, low-level wind shear, and moderate to severe turbulence also prevailed at the time of the accident. In addition, weather radar depicted scattered light snow showers in the vicinity of the accident site, and possibly a snow squall. Examination of the wreckage did not reveal any preimpact mechanical malfunctions. The pilot had a total flight experience of 14,000 hours, with 8,500 hours in multiengine airplanes, including 2,600 hours in the same make and model as the accident airplane. He also had 4,100 hours of instrument flight experience.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
A loss of control during approach for undetermined reasons, which resulted in a collision with trees.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH

Findings

1. REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

2. OBJECT - TREE(S)

Pilot Information

Certificate:	Commercial	Age:	64
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	14000 hours (Total, all aircraft), 2600 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Smith, Ted Aerostar	Registration:	N9797Q
Model/Series:	601P	Engines:	2 Reciprocating
Operator:	Robert B. North Jr.	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-540
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	DDH, 827 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Overcast / 4800 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	9 knots/ 20 knots, 240°
Temperature:	4° C / -7° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	White Plains, NY (HPN)	Destination:	West Dover, VT (4V8)

Airport Information

Airport:	Mount Snow Airport (4V8)	Runway Surface Type:	Asphalt
Runway Used:	1	Runway Surface Condition:	Dry
Runway Length/Width:	2650 ft / 75 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Robert J Gretz	Adopted Date:	09/27/2007
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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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.

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