



# National Transportation Safety Board

## Aviation Accident Data Summary

<b>Location:</b>	Holland, NJ	<b>Accident Number:</b>	ERA14FA093
<b>Date &amp; Time:</b>	01/15/2014, 1607 EST	<b>Registration:</b>	N469J
<b>Aircraft:</b>	AMERICAN CHAMPION AIRCRAFT 8KCAB	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

### Analysis

The pilot had recently purchased the newly-manufactured airplane from the factory and was returning to his home airport when the accident occurred. The weather conditions initially forecast in the vicinity of the destination airport before the pilot's departure generally were consistent with visual meteorological conditions; however, by the time the pilot was within 50 miles of the destination airport, the forecast and actual weather conditions had deteriorated to instrument meteorological conditions (IMC). Shortly before the accident, a witness observed the airplane as it flew low above the ground in visibilities of about 150 yards in dense fog. The airplane subsequently impacted the tops of trees located near the peak of rising terrain before impacting the ground. The orientation and length of the wreckage path were consistent with a controlled flight into terrain impact sequence. Postaccident examination of the airframe and engine revealed no evidence of any preimpact mechanical malfunctions or failures.

The accident airplane was not equipped for flight IMC, nor did the pilot hold an instrument rating. A handheld tablet computer along with a device capable of receiving in-flight weather updates was recovered from the wreckage. It could not be determined if the pilot had used the device to observe the changing weather conditions during the accident flight; however, the pilot also could have used outside visual references and could have tuned the onboard communications radio to weather reporting stations located along the route of flight and noted that weather conditions ahead had deteriorated to IMC. Upon encountering IMC, the pilot could have diverted the flight to allow weather conditions to improve rather than continuing to the planned destination.

### Flight Events

Enroute-cruise - Controlled flight into terr/obj (CFIT)

### Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's continued visual flight rules flight into instrument meteorological conditions, resulting in controlled flight into trees and terrain.

### Findings

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C  
Environmental issues-Conditions/weather/phenomena-Ceiling/visibility/precip-Below VFR minima-  
Decision related to condition - C

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	71
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Balloon; Glider; Gyroplane; Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	(Estimated) 4000 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AMERICAN CHAMPION AIRCRAFT	<b>Registration:</b>	N469J
<b>Model/Series:</b>	8KCAB	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	AEIO-390-A1B6
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KABE, 385 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Indefinite (V V) / 300 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 320°
<b>Temperature:</b>	3°C	<b>Visibility:</b>	
<b>Precipitation and Obscuration:</b>	Moderate - Fog		
<b>Departure Point:</b>	Auburn, IN (GWB)	<b>Destination:</b>	Pittstown, NJ (N85)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	40.579167, -75.138889		

## Administrative Information

Investigator In Charge (IIC):	Dennis Diaz	Adopted Date:	01/27/2015
Note:	The NTSB traveled to the scene of this accident.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88675">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88675</a>		

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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.