



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SADSBURYVILLE, PA	<b>Accident Number:</b>	NYC85FA057
<b>Date &amp; Time:</b>	01/31/1985, 1310 EST	<b>Registration:</b>	N1994G
<b>Aircraft:</b>	CESSNA 414	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	4 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Executive/Corporate		

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## Analysis

ACFT WAS ON ITS RWY 29 APCH WHEN IT COLLIDED WITH GND 1 MILE FROM THE ARPT. A WITNESS SAW HE ACFT FLY OVER THE ARPT TO THE WEST BETWEEN 500 TO 1500 FT. WITNESSES NEAR THE ACCIDENT SITE SAW THE ACFT MAKING ABRUPT MANEUVERS AT LOW ALTITUDE PRIOR TO THE ACCIDENT. ENGINE SOUNDS WAS DESCRIBED AS 'RACING', 'UNEVEN', & 'LOUD'. WEATHER CONDITION WAS DESCRIBED AS FOG, LOW CEILING, AND LIGHT RAIN. ANOTHER PILOT IN SAME TYPE ACFT WAS UNABLE TO LAND DUE TO WEATHER. EXAMINATION OF THE ACFT DID NOT DISCLOSED EVIDENCE OF MALFUNCTION. FLT APCH NAVAID FACILITIES FLT CHECKED TO BE OPERATIONAL. THERE WAS NO EVIDENCE OF PLT PHYSICAL IMPAIRMENT OR INCAPACITATION. THE ACFT COLLIDED WITH THE GROUND IN A NEAR VERTICAL ATTITUDE.

## 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 TERRAIN/WATER  
Phase of Operation: APPROACH

### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - FOG
3. (F) WEATHER CONDITION - RAIN
4. (C) AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
5. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. (C) STALL - INADVERTENT - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	44, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	06/15/1984
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	2200 hours (Total, all aircraft), 49 hours (Total, this make and model), 2200 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N1994G
<b>Model/Series:</b>	414 414	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	414-0601
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	04/03/1984, Annual	<b>Certified Max Gross Wt.:</b>	6350 lbs
<b>Time Since Last Inspection:</b>	169 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3695 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520-J
<b>Registered Owner:</b>	SANTA FE ASSOCIATES, INC.	<b>Rated Power:</b>	310 hp
<b>Operator:</b>	SANTA FE ASSOCIATES, INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ILG, 80 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	1331 EST	Direction from Accident Site:	330°
Lowest Cloud Condition:	Unknown / 400 ft agl	Visibility	4 Miles
Lowest Ceiling:	Overcast / 400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	2° C / 1° C
Precipitation and Obscuration:			
Departure Point:	LATROBE, PA (LBE)	Type of Flight Plan Filed:	IFR
Destination:	COATESVILLE, PA (N40)	Type of Clearance:	IFR
Departure Time:	1206 EST	Type of Airspace:	

## Airport Information

Airport:	CHESTER COUNTY (N40)	Runway Surface Type:	Asphalt
Airport Elevation:	662 ft	Runway Surface Condition:	
Runway Used:	29	IFR Approach:	ILS
Runway Length/Width:	4600 ft / 100 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	4 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	DENNIS L JONES	Report Date:	
Additional Participating Persons:	RANDY MICHAELS; PHILADELPHIA, PA R S BOYLE; MOBILE, AL ROBERT E LAPIERRE; WICHITA, KS		
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](#).