



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	PERU, MA	<b>Accident Number:</b>	NYC86FA049
<b>Date &amp; Time:</b>	12/08/1985, 1815 EST	<b>Registration:</b>	N36888
<b>Aircraft:</b>	CESSNA 340A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

DURING IFR FLIGHT AT 12000 FEET BOTH AIRCRAFT VACUUM PUMPS FAILED. AIRCRAFT DESCENDED IN RIGHT TURN OFF RADAR. WITNESSES OBSERVED AIRCRAFT AT LOW ALTITUDE ABOVE TREES, CIRCLE, MAKE STEEP LEFT TURN, CLIMB AND DESCEND TO GROUND.

## 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: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: CRUISE

### Findings

1. (C) VACUUM SYSTEM - FAILURE, TOTAL
  2. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
  3. (C) FLIGHT/NAV INSTRUMENTS, ATTITUDE GYRO - INOPERATIVE
  4. (C) STALL - INADVERTENT - PILOT IN COMMAND
  5. (F) SPATIAL DISORIENTATION - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	56, 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>	No
<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>	07/05/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2500 hours (Total, all aircraft), 32 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N36888
<b>Model/Series:</b>	340A 340A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	340A0950
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	11/29/1985, Unknown	<b>Certified Max Gross Wt.:</b>	6290 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2545 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>		<b>Engine Model/Series:</b>	TSIO-520-NB
<b>Registered Owner:</b>	LAWLOR SERVICE CORP.	<b>Rated Power:</b>	325 hp
<b>Operator:</b>	RICHARD D. FRIEDMAN	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	ALB, 285 ft msl	Distance from Accident Site:	38 Nautical Miles
Observation Time:	1750 EST	Direction from Accident Site:	310°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 3500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	3°C / -1°C
Precipitation and Obscuration:			
Departure Point:	PORTLAND, ME (PWM)	Type of Flight Plan Filed:	IFR
Destination:	TETERBORO, NJ (TEB)	Type of Clearance:	IFR
Departure Time:	1655 EST	Type of Airspace:	Class G

## 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:	On-Ground
Total Injuries:	1 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	CHAUNCEY D TWINE	Report Date:	
Additional Participating Persons:	THOMAS J CAMPBELL; WESTFIELD, MA WILLIAM J MURPHY; WESTFIELD, MA RICHARD I BUNKER; 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:pubinq@ntsb.gov">pubinq@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> .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).