



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	NORTH SALEM, NY	<b>Accident Number:</b>	BF092FA013
<b>Date &amp; Time:</b>	12/30/1991, 0748 EST	<b>Registration:</b>	N36362
<b>Aircraft:</b>	PIPER PA-60-601P	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal

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

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## Analysis

THE PILOT WAS ON A PERSONAL TRIP THAT HE HAD FLOWN MANY TIMES. ON THE DAY OF THE ACCIDENT, ADDITIONAL FUEL WAS NOT AVAILABLE AT THE DEPARTURE AIRPORT. AS HE NEARED HIS DESTINATION, THE PILOT LEFT ONE OF HIS ENGINES IN A FUEL CROSSFEED CONFIGURATION CASUING A PARTIAL POWER LOSS. THE AIRPLANE HAS THE CAPABILITY TO CLIMB AT MORE THAN 500 FEET PER MINUTE USING ONLY ONE ENGINE. AFTER DECLARING HIS EMERGENCY TO THE CONTROL TOWER, RADIO CONTACT WAS LOST. THE AIRCRAFT WAS OBSERVED FLYING 90 DEGREES TO THE ILS FINAL APPROACH COURSE AT VERY LOW ALTITUDE BANKING SIDE TO SIDE. THE AIRPLANE CRASHED IN A 70 DEGREE NOSE DOWN POSITION. HEAVY SNOW HAD STARTED FALLING JUST BEFORE THE ACCIDENT. A POST CRASH FIRE DESTROYED MUCH OF THE AIRPLANE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF CONTROL DUE TO A DISTRACTION CAUSED BY A PARTIAL LOSS OF POWER. CONTRIBUTING TO THE ACCIDENT WAS ADVERSE WEATHER NEAR THE DESTINATION AIRPORT.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

### Findings

1. (F) PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
2. (F) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: DESCENT - EMERGENCY

### Findings

3. (C) SNOW
4. (F) PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	53, 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>	Seatbelt, Shoulder harness
<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 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	06/27/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2700 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N36362
<b>Model/Series:</b>	PA-60-601P PA-60-601P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	07878063400
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	12/19/1991, Annual	<b>Certified Max Gross Wt.:</b>	6000 lbs
<b>Time Since Last Inspection:</b>	5 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1624 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-540-S1A5
<b>Registered Owner:</b>	ENGLISH AERO SERVICES, INC	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	ENGLISH AERO SERVICES, 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:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Partial Obscuration / 100 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 100 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-2° C / -18° C
Precipitation and Obscuration:			
Departure Point:	CLARKSVILLE, VA (W63)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0530 EST	Type of Airspace:	Airport Advisory Area

## Airport Information

Airport:	DANBURY MUNICIPAL (DXR)	Runway Surface Type:	N/A
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	Localizer Only
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

## Administrative Information

**Investigator In Charge (IIC):** ALBERT G REITAN **Report Date:** 04/23/1993

**Additional Participating Persons:** R HANCOCK; PARSIPPANY, NJ  
J. POOL; FARMINGDALE, NY  
J. RACHIELE; FARMINGDALE, NY  
W. YOUNG; FARMINGDALE, NY

**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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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