



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	RICHMOND, NH	<b>Accident Number:</b>	NYC84FA269
<b>Date &amp; Time:</b>	08/13/1984, 0745 EDT	<b>Registration:</b>	N4323G
<b>Aircraft:</b>	PIPER PA-46-310P	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PLT WAS FLYING INBOUND FOR THE ILS RWY 02 APCH VIA THE GARDNER VOR TRANSITION. WHILE ON THE TRANSITION, THE ACFT DESCENDED BELOW THE 4000 FT MSL MIN ALT TO 2600 FT MSL. THE PLT WAS ALERTED BY ATC. HE RESPONDED THAT HIS CHART READ 3000 FT. THE ACFT THEN CLIMBED ABOVE 2700 FT, BUT DESCENDED AGAIN (TO 1500 FT MSL) UNTIL ABOUT 2 MI OUTSIDE THE OUTER MARKER. THE MIN PUBLISHED ALT TO INTERCEPT THE GLIDE SLOPE WAS 2600 FT & AND THE RECOMMENDED (GLIDE SLOPE) ALT FOR CROSSING THE OUTER MARKER WAS 2548 FT. BEFORE REACHING THE OUTER MARKER, THE ACFT MADE AN ABRUPT TURN TO THE SOUTHWEST, ENTERED A STEEP DESCENT & CRASHED IN A WOODED AREA. AN EXAM OF THE ACFT DID NOT DISCLOSE ANY EVIDENCE OF A MALFUNCTION. A FLT INSPECTION OF THE NAV AIDS DISCLOSED SATISFACTORY OPERATION. A POST MORTEM EXAM WAS INCONCLUSIVE TO POSSIBLE PHYSICAL IMPAIRMENT. THE PROCEDURE TURN ALT FOR THE APCH WAS 3000 FT, BUT THE GARDNER TRANSITION DID NOT REQUIRE A PROCEDURE TURN.

## 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: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Findings

1. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	59, 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>		<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/24/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3097 hours (Total, all aircraft), 2885 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N4323G
<b>Model/Series:</b>	PA-46-310P PA-46-310P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	46-8408020
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	07/01/1984, Annual	<b>Certified Max Gross Wt.:</b>	4118 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	117 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	TSIO-520-BE1
<b>Registered Owner:</b>	EARL H. NONOW	<b>Rated Power:</b>	310 hp
<b>Operator:</b>	EARL H. NONOW	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	EEN, 487 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	0800 EDT	Direction from Accident Site:	200°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Broken / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21° C / -18° C
Precipitation and Obscuration:			
Departure Point:	WESTERLY, RI (WST)	Type of Flight Plan Filed:	IFR
Destination:	KEENE, NH (EEN)	Type of Clearance:	IFR
Departure Time:	0702 EDT	Type of Airspace:	Class E

## Airport Information

Airport:	DILLANT-HOPKINS (EEN)	Runway Surface Type:	Asphalt
Airport Elevation:	487 ft	Runway Surface Condition:	
Runway Used:	2	IFR Approach:	ILS
Runway Length/Width:	6502 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

**Investigator In Charge (IIC):** DENNIS L JONES **Report Date:**

**Additional Participating Persons:** E. JOHNSON; PORTLAND, ME  
RICHARD FORD; CONCORD, NH  
ROBERT BOOB; VERO BEACH, FL  
JAMES RIHERD; VERO BEACH, FL

**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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