



National Transportation Safety Board

Aviation Accident Data Summary

Location:	DRYDEN, NY	Accident Number:	NYC84FA092
Date & Time:	02/25/1984, 1050 EST	Registration:	N6886D
Aircraft:	CESSNA 425	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE PLT STATED THAT HE WAS UTILIZING THE AUTOPILOT AND FLT DIRECTOR TO EXECUTE THE ILS APPCH TO RWY 32. THE AUTOPILOT WAS TRACKING THE LOCALIZER WHILE THE PILOT CONTROLLED THE RATE OF DESCENT ALONG THE GLIDESLOPE WITH PITCH COMMAND WHEEL ON THE AUTOPILOT, USING THE COMMAND BARS AS A STEERING REFERENCE IN ADDITION TO THE RAW DATA GLIDESLOPE NEEDLE ON THE HSI. ALL SEEMED NORMAL, ACCORDING TO THE PILOT, UNTIL THE ACFT STRUCK TREES ABOUT 450 FEET ABOVE ARPT ELEVATION TWO MILES SHORT OF THE RWY AND CAME TO REST ON THE LOCALIZER CENTERLINE. A ZERO FT CEILING WITH AN EIGHTH MILE VSBY EXISTED AT THE ARPT. DURING THE INVSTGTN, IT WAS DETERMINED THAT THE 1000A IFCS WILL NOT PROVIDE VERTICAL STEERING COMMANDS AS OPERATED BY THE PLT, BUT IS DRIVEN BY THE PITCH WHEEL. THIS IS NOT SPECIFICALLY STATED IN THE POH. THE PLT HAD FLOWN EXTENSIVELY WITH THE 800 SERIES IFCS WHICH WILL PROVIDE THE EXPECTED STEERING COMMANDS. EXTENSIVE DAMAGE PRECLUDED A FUNCTIONAL TEST OF THE RAW DATA GLIDESLOPE NEEDLE.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. (C) REASON FOR OCCURRENCE UNDETERMINED
3. (F) FLIGHT/NAVIGATION INSTRUMENT(S) - IMPROPER USE OF - PILOT IN COMMAND
4. (F) WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS

Occurrence #2: FIRE
Phase of Operation: OTHER

Pilot Information

Certificate:	Private	Age:	54
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	3541 hours (Total, all aircraft), 401 hours (Total, this make and model), 3478 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6886D
Model/Series:	425 425	Engines:	2 Turbo Prop
Operator:	DONALD J. MOORE	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	None	Engine Model/Series:	PT6A-112
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ITH, 1099 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Obscured / 100 ft agl	Wind Speed/Gusts, Direction:	12 knots / , 350°
Temperature:	1 °C	Visibility	25 Miles
Precipitation and Obscuration:			
Departure Point:	WORCESTER, MA (ORH)	Destination:	ITHACA, NY (ITH)

Airport Information

Airport:	TOMPKINS COUNTY (ITH)	Runway Surface Type:	Asphalt
Runway Used:	32	Runway Surface Condition:	Dry
Runway Length/Width:	5801 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): BRIAN S RICHARDSON

Adopted 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, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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.