



National Transportation Safety Board Aviation Accident Final Report

Location:	UTICA, MI	Accident Number:	CHI85FA120
Date & Time:	02/22/1985, 2000 EST	Registration:	N100RN
Aircraft:	PIPER PA-31T	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Analysis

THE PILOT ATTEMPTED A VOR APPROACH AND MISSED. HE ADVISED ATC HE WAS GOING TO ATTEMPT THE NDB & IF HE COULD NOT SEE THE RWY HE WOULD GO TO METRO AT DETROIT OR PONTIAC. ON THE NDB APPROACH THE AIRCRAFT STRUCK TREES 960 FT BELOW THE MOA. THE AIRCRAFT FLIPPED OVER LANDING ON THE NOSE & TOP OF THE FUSELAGE.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) IN-FLIGHT PLANNING/DECISION - NOT CORRECTED - PILOT IN COMMAND
2. (F) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
3. (F) JUDGMENT - POOR - PILOT IN COMMAND
4. (C) MINIMUM DESCENT ALTITUDE - NOT USED - PILOT IN COMMAND
5. (C) DECISION HEIGHT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	51, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Helicopter	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/23/1983
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	11000 hours (Total, all aircraft), 800 hours (Total, this make and model), 8500 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N100RN
Model/Series:	PA-31T PA-31T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	31T-7820091
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	02/12/1985, Continuous Airworthiness	Certified Max Gross Wt.:	9000 lbs
Time Since Last Inspection:	23 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	1516 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	PT 6A-28
Registered Owner:	NORMENT INDUSTRIES, INC.	Rated Power:	620 hp
Operator:	NORMENT INDUSTRIES, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MTC, 580 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	2000 EST	Direction from Accident Site:	160°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 100 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	2° C / 1° C
Precipitation and Obscuration:			
Departure Point:	MONTGOMERY, AL (MGM)	Type of Flight Plan Filed:	IFR
Destination:	UTICA, MI (UIZ)	Type of Clearance:	IFR
Departure Time:	1715 EST	Type of Airspace:	

Airport Information

Airport:	BERZ-MACOMB (UIZ)	Runway Surface Type:	Asphalt
Airport Elevation:	610 ft	Runway Surface Condition:	Wet
Runway Used:	22	IFR Approach:	ADF/NDB
Runway Length/Width:	4220 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JAMES E SIEGMAN	Report Date:	
Additional Participating Persons:	ROBERT BOOB; 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 , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).