



# National Transportation Safety Board

## Aviation Accident Final Report

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<b>Location:</b>	HOMER CITY, PA	<b>Accident Number:</b>	NYC86FA006
<b>Date &amp; Time:</b>	10/11/1985, 2140 EDT	<b>Registration:</b>	N3257
<b>Aircraft:</b>	de Havilland DHC-6	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

THE ACFT WAS OBSERVED FLYING AT LOW ALTITUDE ALONG ABOUT A 5 MILE DISTANCE. SOME WITNESSES DESCRIBED THE ACFT ALTITUDE AS JUST ABOVE TREETOPS. WITNESS HEARD ENGINE SOUNDS AND SAW LIGHTS ON THE ACFT. THE ACFT FLIGHT WAS ON A SOUTHEAST DIRECTION BEFORE IT COLLIDED WITH RISING TERRAIN AT A HEIGHT OF ABOUT 1250 FT. THE WRECKAGE WAS SCATTERED ALONG A DISTANCE OF 375 FT AND ORIENTED ON A 160 DEGREE MAGNETIC HEADING. THE DESTINATION, PITTSBURGH, IS LOCATED SOUTHWEST OF THE DEPARTURE POINT, STATE COLLEGE. EVIDENCE OF ACFT MALFUNCTION WAS NOT DISCLOSED. THE ACFT HAD 1902 LBS OF CARGO INCLUDING 65 LBS OF DRY ICE WHICH WAS CONTAINED IN STYROFOAM BOXES. AUTOPSY AND TOXICOLOGICAL FINDINGS WERE NEGATIVE. THE PLT FLEW NIGHTLY, FROM STATE COLLEGE TO PITTSBURGH AND RETURNED THE FOLLOWING MORNING. HE OPERATED A BUSINESS DURING THE DAY. WITNESSES STATED THE PLT WAS WELL RESTED AND IN GOOD SPIRITS BEFORE THE FLIGHT.

## 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 TERRAIN/WATER  
Phase of Operation: DESCENT - NORMAL

### Findings

1. (F) TERRAIN CONDITION - HIGH TERRAIN
2. (F) TERRAIN CONDITION - RISING
3. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. (C) CLEARANCE - IMPROPER - PILOT IN COMMAND
5. (C) LOW PASS - PERFORMED - PILOT IN COMMAND

## Factual Information

### Pilot Information

Certificate:	Airline Transport	Age:	33, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/26/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5725 hours (Total, all aircraft), 574 hours (Total, this make and model), 5660 hours (Pilot In Command, all aircraft), 106 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N3257
Model/Series:	DHC-6 DHC-6	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	192
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	09/19/1985, Continuous Airworthiness	Certified Max Gross Wt.:	11579 lbs
Time Since Last Inspection:	36 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	33487 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	PT6A-20
Registered Owner:	B & B PARTNERSHIP	Rated Power:	550 hp
Operator:	MOUNTAIN AIR CARGO, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	JST, 2284 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	2150 EDT	Direction from Accident Site:	135°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	8°C / 7°C
Precipitation and Obscuration:			
Departure Point:	STATE COLLEGE, PA (UNV)	Type of Flight Plan Filed:	None
Destination:	PITTSBURGH, PA (PGH)	Type of Clearance:	None
Departure Time:	2100 EDT	Type of Airspace:	

## 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:	DOYAL MILLER; WEST MIFFLIN, PA WILLIAM T COLLIER; DENVER, NC JAMES H BARNES; DENVER, NC	
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.ntsb.gov/pubdms/">http://dms.ntsb.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](#).