



National Transportation Safety Board Aviation Accident Final Report

Location:	BOYNE FALLS, MI	Accident Number:	CHI86FA108
Date & Time:	03/23/1986, 1643 EST	Registration:	N43769
Aircraft:	PIPER PA-46-310P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

AFTER THE PLT WAS CLEARED FOR AN RNAV-B APCH, THE ACFT CRASHED ON HILLY TRRN APRX 3 MI SE OF THE ARPT AT AN ELEV OF 750'MSL. IMPACT OCCURRED AFTER THE ACFT HAD TURNED TO THE SSE & WAS DSCNDG. MIN DSCNT ALT (MDA) FOR THE APCH WAS 1680'. NO PREIMPACT MECHANICAL PROBLEMS WERE FND. APRX 4 HRS BFR TAKEOFF, FSS PSNL PROVIDED A WX BRIEFING. THERE WAS NO WX RPRTG STN AT THE DESTN, BUT THE AREA FORECAST WAS FOR MARGINAL VMC WITH ISOLATED VISIBILITIES OF 3 TO 5 MI IN LGT SNW SHOWERS. PELLSTON (APRX 25 MI AWAY) WAS FORECAST FOR A CHANCE OF 1200' OVERCAST & 3 MI VIS WITH LGT SNW SHOWERS, BUT THIS INFO WAS NOT GIVEN TO THE PLT. LATER, WHEN THE PLT FILED AN IFR FLT PLAN, HE DID NOT UPDATE HIS WX BRIEFING. WHILE EN ROUTE, HE CHECKED THE PELLSTON & TRAVERSE CITY WX & WAS ADVISED THEY HAD INDEF OR OBSCD CEILINGS OF 1500' OR LESS WITH GUSTY WNDS & LGT SNW SQUALLS. ACCORDING TO WITNESSES, THERE WERE SNW SHOWERS OR SQUALLS IN THE ACDNT AREA WITH 1/4 TO 3/4 MI VIS. THE MISSED APCH PROCEDURE CALLED FOR: RGT CLIMBING TURN TO 3000', PROCEED TO THE IAF (8 MI SOUTH OF ARPT) & HOLD.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) PREFLIGHT BRIEFING SERVICE - INADEQUATE - ATC PERSONNEL(FSS)
3. (F) WEATHER CONDITION - LOW CEILING
4. (F) WEATHER CONDITION - SNOW
5. (F) WEATHER CONDITION - HIGH WIND
6. (F) WEATHER CONDITION - GUSTS
7. (F) WEATHER CONDITION - OBSCURATION
8. (F) WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH

Findings

9. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
10. (C) MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
11. (C) DESCENT - NOT CORRECTED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/26/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1168 hours (Total, all aircraft), 1100 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N43769
Model/Series:	PA-46-310P PA-46-310P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	46-8508007
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	11/15/1985, Annual	Certified Max Gross Wt.:	4100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-BE1
Registered Owner:	RICHARD H. TURNER	Rated Power:	310 hp
Operator:	RICHARD H. TURNER	Operating Certificate(s) Held:	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:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	40 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-2° C
Precipitation and Obscuration:			
Departure Point:	DETROIT, MI (DTW)	Type of Flight Plan Filed:	IFR
Destination:	BOYNE CITY, MI (D83)	Type of Clearance:	IFR
Departure Time:	1512 EST	Type of Airspace:	Class G

Airport Information

Airport:	BOYNE MOUNTAIN (BFA)	Runway Surface Type:	Asphalt
Airport Elevation:	717 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	RNAV
Runway Length/Width:	4300 ft / 80 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):	ROBERT P BENZON	Report Date:	
Additional Participating Persons:	M ZUPAN; RAPIDS, MO D WHEELER I CHARNOCK		
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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).