



National Transportation Safety Board Aviation Accident Final Report

Location:	WINDSOR, MA	Accident Number:	ATL87MA041
Date & Time:	12/10/1986, 0945 EST	Registration:	N65TD
Aircraft:	BEECH 100	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	6 Fatal

Flight Conducted Under: Part 91: General Aviation - Executive/Corporate

Analysis

DRG ARR FOR A LOC RWY 26 APCH, THE PLT WAS ADZD THE ABYSS FAN MARKER WAS NOTAMED OUT-OF-SVC. WITH ABYSS INOP, MIN DSCNT ALT (MDA) WAS 2200'. AFTER N65TD WAS CLRD FOR THE APCH, RADAR SVC WAS TERMINATED & THE FLT WAS CLRD TO ADZY FREQ. THE CREW CONTACTED UNICOM & OBTAINED ARPT & WX ADZY. UNICOM OPERATOR ADZD WINDS LGT & VRBL, ESTD 800' OVERCAST, VIS 5 MI, SLUSH & ICE RPRTD ON RWY 1/2 HR EARLIER. AFTER THE CREW RPRTD 'PROCEDURE TURN INBND,' NO FURTHER TRANSMISSIONS WERE RECDFM THE ACFT. SUBSEQUENTLY, IT HIT TREES ON RISING TRRN AT AN ELEV OF APRX 2200', APRX 7 MI BFR REACHING THE FINAL APCH FIX (FAF, DALTON NDB). MIN ALT FOR THE APCH IN THAT AREA WAS 3000'. NO PREIMPACT PART PRBLMS WERE FND DRG THE INV. WIT- NESSES RPRTD THE ENGS SOUNDED NORMAL BFR IMPACT; MTN TOPS WERE OBSCD. ARPT ELEV WAS 1194'. RADIO TRANSCRIPTS INDCD THE CREW WERE GETTING A WEAK SIGNAL FM THE DALTON NDB. ALTHO NOT A REQD NAV AID, CHESTER VORTAC WAS DEPICTED ON THE APCH CHART AS AN ADNL SOURCE TO ID THE FAF, BUT WAS NOTAMED AS OUT-OF-SVC. THE PLT DID NOT OBTAIN NOTAMS BFR FLT.

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 - IAF TO FAF/OUTER MARKER (IFR)

Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - FOG
4. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
5. (F) TERRAIN CONDITION - RISING
6. (F) OBJECT - TREE(S)
7. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

8. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	44, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/24/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7520 hours (Total, all aircraft), 1500 hours (Total, this make and model), 7325 hours (Pilot In Command, all aircraft), 160 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N65TD
Model/Series:	100 100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	B-50
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	10/22/1986, Continuous Airworthiness	Certified Max Gross Wt.:	10600 lbs
Time Since Last Inspection:	70 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	7710 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-28
Registered Owner:	TELEDYNE INDUSTRIES	Rated Power:	680 hp
Operator:	TELEDYNE INDUSTRIES	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PSF, 1194 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	1000 EST	Direction from Accident Site:	260°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	2° C / -18° C
Precipitation and Obscuration:			
Departure Point:	ELYRIA, OH (21G)	Type of Flight Plan Filed:	IFR
Destination:	PITTSFIELD, MA (PSF)	Type of Clearance:	IFR
Departure Time:	0820 EST	Type of Airspace:	Class E

Airport Information

Airport:	PITTSFIELD (PSF)	Runway Surface Type:	Asphalt
Airport Elevation:	1194 ft	Runway Surface Condition:	Ice; Slush covered
Runway Used:	26	IFR Approach:	Localizer Only
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	4 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	BEN COLEMAN	Report Date:	02/12/1988
Additional Participating Persons:	CLIFFORD DANHAUER JOE SANTOS; WESTFIELD, MA RICHARD BUNKER; BOSTON, MA JERRY STAAB; WICHITA, KS		
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/ .		

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