



National Transportation Safety Board

Aviation Accident Final Report

Location:	MONOGHAN, PA	Accident Number:	NYC89FA022
Date & Time:	11/05/1988, 0110 EST	Registration:	N91036
Aircraft:	CESSNA 207	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

EVIDENCE INDICATES THAT THE AIRPLANE FLEW STRAIGHT INTO THE SIDE OF A 1320 FT MOUNTAIN AT THE 1280 FT LEVEL. THE RECOMMENDED MINIMUM FLIGHT ALTITUDE FOR THIS DESIGNATED MOUNTAINOUS AREA, AT NIGHT, IS 3500 FT. THERE WAS NO EVIDENCE OF ANY MECHANICAL PROBLEMS.

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: CRUISE

Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. (F) LIGHT CONDITION - DARK NIGHT
4. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	53, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/29/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	16000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N91036
Model/Series:	207 207	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	00026
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	10/28/1988, Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	15 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6100 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-F
Registered Owner:	CARROLL AIR INC	Rated Power:	300 hp
Operator:	CARROLL AIR INC	Operating Certificate(s) Held:	
Operator Does Business As:	SAME	Operator Designator Code:	03

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	HAR, 347 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	0110 EST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 1250 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 2500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	ENDICOTT, NY (N17)	Type of Flight Plan Filed:	None
Destination:	THOMASVILLE, PA (THV)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	REUBEN L DENSLEY	Report Date:	01/24/1990
Additional Participating Persons:	WILLIAM S ROSS JOHN T KENT CHARLES WOTRING; HARRISBURG,		
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](#).