



National Transportation Safety Board Aviation Accident Final Report

Location:	PITTSFIELD, ME	Accident Number:	BF093LA028
Date & Time:	02/18/1993, 2015 EST	Registration:	N6192A
Aircraft:	PIPER PA-31T1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Analysis

THE PILOT TRIED TO ACTIVATE THE RADIO-CONTROLLED RUNWAY BOUNDARY LIGHTS ABOUT 10 MILES AWAY, AND ALSO WHILE HE WAS IN THE TRAFFIC PATTERN, BUT HE WAS UNSUCCESSFUL. HE CONTINUED HIS DESCENT TO APPROXIMATELY 500 FEET ABOVE THE GROUND USING THE VASI (VISUAL APPROACH SLOPE INDICATOR) LIGHTS. THE PILOT STATED THAT HE HAD THE AIRPORT IN SIGHT AND 'FELT WELL ENOUGH IN SIGHT TO COMPLETE LANDING.' THE AIRPLANE TOUCHED DOWN IN APPROXIMATELY 18 INCHES OF SNOW 60 FEET OFF THE RIGHT SIDE OF THE RUNWAY. THE PILOT REPORTED THAT THERE WAS NO MECHANICAL MALFUNCTION. HE SAID AS HE GOT CLOSER TO THE GROUND HE REALIZED IT WAS SNOW-MOBILE TRACKS AND NOT THE RUNWAY. HE TRIED TO GO-AROUND BUT THE AIRPLANE IMPACTED THE GROUND COLLAPSING THE NOSEGEAR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE INFLIGHT DECISION TO CONTINUE A LANDING WITHOUT RUNWAY LIGHTS, AND HIS DELAY IN INITIATING A GO-AROUND. A RELATED FACTOR WAS THE PILOT'S OVER CONFIDENCE IN HIS ABILITY.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) AIRPORT FACILITIES, IN-RUNWAY LIGHTS - UNAVAILABLE
2. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. (C) PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
4. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
5. (C) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	58, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	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:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/29/1992
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	10000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 8000 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6192A
Model/Series:	PA-31T1 PA-31T1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	31T-7904009
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	11/24/1992, Continuous Airworthiness	Certified Max Gross Wt.:	6500 lbs
Time Since Last Inspection:	100 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	3952 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	PT6A-11
Registered Owner:	CIANBRO CORP.	Rated Power:	500 hp
Operator:	CIANBRO CORP.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	BGR, 198 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	2050 EST	Direction from Accident Site:	1°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-12°C / -16°C
Precipitation and Obscuration:			
Departure Point:	PORTLAND, ME (PWM)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	2130 EST	Type of Airspace:	Class G

Airport Information

Airport:	PITTSFIELD MUNI (2B7)	Runway Surface Type:	Asphalt
Airport Elevation:	198 ft	Runway Surface Condition:	Snow--compacted
Runway Used:	1	IFR Approach:	None
Runway Length/Width:	4000 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	BEVERLEY JOHNSON	Report Date:	10/13/1993
Additional Participating Persons:	BOB DZIADZIO; PORTLAND, ME		
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/ .		

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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](#).