



Aviation Investigation Final Report

Location:	TANNERSVILLE, New York	Accident Number:	NYC87FA188
Date & Time:	June 25, 1987, 21:15 Local	Registration:	N7146C
Aircraft:	PIPER PA-32R-300	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

WHILE ON A VFR AIR TAXI CARGO FLIGHT, THE AIRCRAFT COLLIDED WITH TREES ON THE EAST SIDE OF HIGH PEAK MOUNTAIN, ELEVATION 3,655 FEET. THE ACCIDENT SITE ELEVATION WAS 3080 FEET. A WITNESS SAID IT WAS HEAVY OVERCAST, NOT RAINING AND THE CLOUDS WERE NOT BELOW THE MOUNTAIN TOPS. THE INVESTIGATION REVEALED THAT THE MOON WAS BELOW THE HORIZON, SUNSET AND CIVIL TWILIGHT WERE AT 2038 AND 2113, RESPECTIVELY, AND CLOUDS 3000 TO 5000 FEET SCATTERED, 10,000 TO 12,000 FEET SCATTERED, LAYERS OCCASIONALLY BROKEN. EXAM OF THE WRECKAGE DID NOT DISCLOSE ANY PRE-EXISTING MALFUNCTIONS OR FAILURES.

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 - HIGH TERRAIN
2. (F) WEATHER CONDITION - CLOUDS
3. (F) LIGHT CONDITION - DARK NIGHT
4. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

5. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. (F) VFR PROCEDURES - POOR - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	27, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 29, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2488 hours (Total, all aircraft), 17 hours (Total, this make and model), 17 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7146C
Model/Series:	PA-32R-300 PA-32R-300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7680031
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	June 13, 1987 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	14 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	9825 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-540-KIA5D
Registered Owner:	CHESTER AIRPORT, INC.	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Night/dark
Observation Facility, Elevation:	ALB ,285 ft msl	Distance from Accident Site:	37 Nautical Miles
Observation Time:	20:50 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	19°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	QUAKERTOWN (UKT)	Type of Flight Plan Filed:	None
Destination:	SARATOGA SPRING (5B2)	Type of Clearance:	None
Departure Time:	20:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	2 Fatal	Latitude, Longitude:	42.189422,-74.129539(est)

Administrative Information

Investigator In Charge (IIC): Twinejr., Chauncey

Additional Participating Persons: ELWYN R BARNES; ALBANY , NY
ROBERT BOOB, JR.;
JAMES R STABLEY;

Original Publish Date: September 1, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=30503>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).