



Aviation Investigation Final Report

Location:	TUNKHANNOCK, Pennsylvania	Accident Number:	NYC87LA092
Date & Time:	February 21, 1987, 21:30 Local	Registration:	N3045Z
Aircraft:	PIPER PA-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT WAS LNDG ON A GRASS RWY WITH AN ACCESS ROAD BORDERING THE APCH END. ACROSS THE ROAD FROM THE RWY THRESHOLD, THERE WAS A PILE OF SNOW WHICH PREVIOUSLY HAD BEEN PLOWED FROM THE RWY. IN REFERENCE TO LNDG AT NGT, THE PLT STATED, 'COMING IN ON FINAL, I NOTICED A SLIGHT GROUND FOG, BUT WHEN I SAW RUNWAY, THOUGHT I HAD BANK CLEARED.' HOWEVER, BEFOREREACHING THE RWY, THE ACFT STRUCK THE SNOWBANK. DURING THE OCCURRENCE, THE NOSE GEAR, PROP, LOWER FWD PART OF THE ACFT & LEFT WING TIP WERE DMGD.

Probable Cause and Findings

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

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) LIGHT CONDITION - NIGHT
2. (F) WEATHER CONDITION - FOG
3. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
4. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

5. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 17, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	700 hours (Total, all aircraft), 700 hours (Total, this make and model), 700 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3045Z
Model/Series:	PA-22 PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-6999
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1840 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A1A
Registered Owner:	DAVID G. MARKIARIAN	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	SKY HAVEN 76N	Runway Surface Type:	Grass/turf
Airport Elevation:	639 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	1900 ft / 254 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.529514,-75.93972(est)

Administrative Information

Investigator In Charge (IIC): Marcantelli, Vincent

Additional Participating Persons:

Original Publish Date: October 25, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=30609>

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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](#).