



Aviation Investigation Final Report

Location:	NANTUCKET, Massachusetts	Accident Number:	NYC87LA123
Date & Time:	April 16, 1987, 22:08 Local	Registration:	N40395
Aircraft:	PIPER PA-23-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PIPER PA-23-250 ATTEMPTED A GO-AROUND AFTER CROSSING THE THRESHOLD AND OBSERVING THE RUNWAY LIGHTS WERE NOT ON DURING A NIGHT INSTRUMENT APPROACH. THE PILOT REPORTED THAT HE ADDED FULL POWER AND RETRACTED THE WING FLAPS. THE PROCEDURE IN THE PIPER MANUAL IS TO ADD FULL POWER, RETRACT THE LANDING GEAR, AND THEN SLOWLY RETRACT THE WING FLAPS. THE AIRCRAFT MADE GROUND CONTACT WITH THE LANDING GEAR STILL EXTENDED AND IT PASSED THROUGH A DRAINAGE DITCH.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MISSED APPROACH (IFR)

Findings

1. (F) WEATHER CONDITION - FOG
2. (F) LIGHT CONDITION - DARK NIGHT
3. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - INOPERATIVE
4. (C) GO-AROUND - IMPROPER - PILOT IN COMMAND
5. (C) RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND

6. (F) STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Private	Age:	25, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 11, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	610 hours (Total, all aircraft), 320 hours (Total, this make and model), 506 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N40395
Model/Series:	PA-23-250 PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	277305158
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	70 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4715 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-540
Registered Owner:	HAVERFORD BRISTOL, INC.	Rated Power:	250 Horsepower
Operator:	HAVERFORD-COVINGTON, INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	ACY ,48 ft msl	Distance from Accident Site:	
Observation Time:	21:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	1 miles
Lowest Ceiling:	200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	TETERBORO , NJ (TEB)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	20:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	NANTUCKET ACK	Runway Surface Type:	Asphalt
Airport Elevation:	48 ft msl	Runway Surface Condition:	Wet
Runway Used:	24	IFR Approach:	ILS
Runway Length/Width:	6303 ft / 150 ft	VFR Approach/Landing:	None

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): Hancock, Robert

Additional Participating Persons: ; BEDFORD , MA

Original Publish Date: February 24, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=30628>

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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](#).