



# Aviation Investigation Final Report

<b>Location:</b>	HAINES FALLS, New York	<b>Accident Number:</b>	NYC83FA125
<b>Date &amp; Time:</b>	May 26, 1983, 09:40 Local	<b>Registration:</b>	N1316T
<b>Aircraft:</b>	PIPER PA-28-140	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

ON THE PREVIOUS DAY, THE PLT HAD FLOWN TO POUGHKEEPSIE, NY. BEFORE HE DEPARTED ON THE RETRUN TRIP, THE MANAGER OF A FLT SCHOOL INFORMED HIM THAT THE WX WAS BAD; HOWEVER, HE TOOK OFF AT ABOUT 0912 EDT. WHILE ENROUTE, THE ACFT COLLIDED WITH TREES NEAR THE TOP OF MOUNTAINOUS TERRAIN AT AN ELEVATION OF ABOUT 3400 FT. AFTER IMPACT WITH THE 1ST TREE, THE ACFT CONTINUED ABOUT 500 FT BEFORE IT CAME TO REST IN THE WOODED AREA. NO EVIDENCE OF A PREIMPACT, MECHANICAL FAILURE WAS FOUND. STATE POLICE OFFICERS FLYING IN A HELICOPTER REPORTED HEAVY RAIN & LOW CEILINGS IN THE AREA. ABOUT 34 MI NORTH-NORTHEAST AT ALBANY, NY, THE 0948 EDT WX WAS: ESTIMATED 1000 FT OVERCAST, 6 MI VISIBILITY WITH FOG, TEMP 55 DEG, DEW POINT 54 DEG, WIND 60 DEG AT 10 KTS, BREAKS IN OVERCAST WITH HIGHER CLOUDS VISIBLE. THE PLT PREVIOUSLY HAD A STUDENT CERTIFICATE, BUT IT HAD BEEN REVOKED BY THE FAA FOR VIOLATIONS.

## Probable Cause and Findings

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

### Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. QUALIFICATION - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - HIGH TERRAIN
4. (F) WEATHER CONDITION - CLOUDS
5. (F) WEATHER CONDITION - LOW CEILING
6. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

-----

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: CRUISE

Findings

7. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. (F) OBJECT - TREE(S)
9. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	None	<b>Age:</b>	26, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	September 18, 1981
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	744 hours (Total, all aircraft), 481 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N1316T
<b>Model/Series:</b>	PA-28-140 PA-28-140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28-7225460
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	February 11, 1983 Annual	<b>Certified Max Gross Wt.:</b>	1950 lbs
<b>Time Since Last Inspection:</b>	49 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1590 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-E2A
<b>Registered Owner:</b>	REX MILLER DBA	<b>Rated Power:</b>	140 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ALB ,285 ft msl	<b>Distance from Accident Site:</b>	34 Nautical Miles
<b>Observation Time:</b>	09:48 Local	<b>Direction from Accident Site:</b>	20°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	
<b>Lowest Ceiling:</b>	Overcast	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	13°C / 7°C
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>	POUGHKEEPSIE (POU)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	WATERTOWN (ART)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:12 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	On-ground
<b>Total Injuries:</b>	1 Fatal	<b>Latitude, Longitude:</b>	42.199531,-74.089958(est)

## Administrative Information

**Investigator In Charge (IIC):** Twine, Chauncy

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=35048>

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](#).