



Aviation Investigation Final Report

Location:	SYDNEY, New York	Accident Number:	NYC84FA274
Date & Time:	August 12, 1984, 01:15 Local	Registration:	N9232P
Aircraft:	PIPER PA-24-260	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

DURING A NIGHT ARRIVAL, THE PLT WAS CLEARED FOR A VOR/CIRCLING APCH TO THE SIDNEY MUNI ARPT. THE PUBLISHED APCH WAS FROM THE HANCOCK VOR WITH A NORTHERLY HEADING TO THE ARPT OF 354 DEG. SUBSEQUENTLY, THE ACFT CRASHED & BURNED ON WOODED TERRAIN ABOUT 1 MI NORTH OF THE ARPT IN THE VICINITY OF A LEFT DOWNWIND LEG FOR RWY 7. INITIAL IMPACT OCCURRED WITH TREES AT AN ELEVATION OF ABOUT 1550 FT WHILE PARALLELING RWY 7/25 (HEADING 255 DEG). THE ELEVATION OF THE ARPT WAS 1027 FT. THE MIN DESCENT ALT (MDA) FOR THE VOR APCH WAS 2280 FT. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF A PREIMPACT PART FAILURE OR MALFUNCTION. THE PROP BLADES HAD EVIDENCE OF ROTATIONAL DAMAGE. A TEST OF THE PLT'S BLOOD SHOWED AN ALCOHOL LEVEL OF 101 MGS% (.101%); HOWEVER, THE PLT'S BODY (& THE WRECKAGE) WERE NOT FOUND UNTIL 8/15/84. THERE WAS EVIDENCE THAT ALCOHOL IN THE PLT'S BLOOD WOULD HAVE RESULTED FROM PUTREFACTION. ABOUT 26 MI SW AT BINGHAMTON, NY, THE 0051 EDT WX WAS, IN PART: 1500 FT SCATTERED, 5500 FT OVERCAST, VISIBILITY 7MI, WIND 120 DEG AT 5 KTS.

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 OBJECT

Phase of Operation: APPROACH - CIRCLING (IFR)

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	27, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; 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--no waivers/lim.	Last FAA Medical Exam:	March 22, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1900 hours (Total, all aircraft), 1650 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9232P
Model/Series:	PA-24-260 PA-24-260	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-4730
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 20, 1984 100 hour	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	34 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4000 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-540-4A5
Registered Owner:	FORD-AIRE, INC.	Rated Power:	260 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:	BGM ,1630 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	23:50 Local	Direction from Accident Site:	225°
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
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	FLUSHING (LGA)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	SIDNEY MUNI N23	Runway Surface Type:	Macadam
Airport Elevation:	1027 ft msl	Runway Surface Condition:	
Runway Used:	7	IFR Approach:	Circling;VOR/DME
Runway Length/Width:	4220 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	42.309753,-75.389587(est)

Administrative Information

Investigator In Charge (IIC): Kuzenko, Michael

Additional Participating Persons: E. BARNES; ALBANY , NY

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35359>

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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](#).