



Aviation Investigation Final Report

Location:	TOBYHANNA, Pennsylvania	Accident Number:	NYC84LA103
Date & Time:	March 6, 1984, 15:05 Local	Registration:	N19WA
Aircraft:	BRITTEN-NORMAN BN-2A-8	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

THE ACFT MADE A PRECAUTIONARY LANDING ON A HIGHWAY AFTER BOTH ENGINES LOST OIL PRESSURE. THE PLT FEATHERED THE RIGHT PROPELLER BECAUSE IT GAVE ABNORMAL INDICATIONS BEFORE THE LEFT ENGINE. THE LEFT ENGINE WAS STILL OPERATING AT TOUCHDOWN POST ACCIDENT INVESTIGATION REVEALED NO DISCREPANCIES WITH EITHER ENGINE EXCEPT AN INOPERATIVE OIL PRESSAGE GAUGE. SINCE THE PROPELLER OPERATED THROUGH ITS FULL RANGE IT WAS DETERMINED THAT THERE WAS OIL PRESSURE IN THE ENGINE.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) ENGINE INSTRUMENTS,OIL PRESSURE GAGE - INCORRECT
2. (C) EMERGENCY PROCEDURE - NOT UNDERSTOOD - PILOT IN COMMAND
3. (C) PROPELLER FEATHERING - SELECTED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (C) PRECAUTIONARY LANDING - PREMATURE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	39, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 16, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3486 hours (Total, all aircraft), 148 hours (Total, this make and model), 1394 hours (Pilot In Command, all aircraft), 147 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BRITTEN-NORMAN	Registration:	N19WA
Model/Series:	BN-2A-8 BN-2A-8	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	524
Landing Gear Type:	Tricycle	Seats:	10
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	6200 lbs
Time Since Last Inspection:	60 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	6007 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-540-E4C5
Registered Owner:	SILVER KRISS SERVICE, LTD	Rated Power:	250 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:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WILKES-BARRE , PA (AVP)	Type of Flight Plan Filed:	None
Destination:	READING , PA	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	41.180255,-75.430549(est)

Administrative Information

Investigator In Charge (IIC): Taylor, Vernon

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35511>

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](#).