



Aviation Investigation Final Report

Location:	NORTH HUDSON, New York	Accident Number:	NYC84LA329
Date & Time:	March 2, 1984, 20:00 Local	Registration:	CFUQW
Aircraft:	CESSNA U206A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE NON-INSTRUMENTED RATED CANADIAN PILOT RECEIVED A WEATHER BRIEFING, WHICH INCLUDED AN ADVISORY THAT VFR FLIGHT WAS NOT RECOMMENDED. HE FILED A VFR FLIGHT PLAN & CONTINUED WITH THE NIGHT CROSS-COUNTRY FLIGHT. THE PILOT CONTACTED BURLINGTON APPROACH CONTROL & REPORTED HE WAS 29 MILES EAST OF BURLINGTON AT 4500 FEET IN SNOW SHOWERS. RADAR CONTACT WAS NOT MADE & RADIO COMMUNICATION WAS NOT REESTABLISHED. ON 7/6/90, THE AIRPLANE WAS FOUND BY A HIKER ABOUT 40 MILES NORTHWEST OF THE BURLINGTON AIRPORT, WHERE IT HAD CRASHED ON THE EAST SIDE OF A MOUNTAIN. THIS WAS ABOUT 60 MILES FROM THE LAST REPORTED POSITION. AN INVESTIGATION REVEALED THAT THE AIRPLANE HAD FLOWN INTO THE SIDE OF WOODED MOUNTAINOUS TERRAIN AT THE 2000 FOOT LEVEL, HEADING NORTHWEST. AT BURLINGTON, (ELEVATION 334 FEET), THE WEATHER WAS IN PART: 1600 SCATTERED, 3600 BROKEN, VISIBILITY 6 MILES WITH SNOW, WIND FROM 350 DEGREES AT 8 KNOTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN INFLIGHT COLLISION WITH TREES IN AN AREA OF HIGH TERRAIN. FACTORS RELATED TO THE ACCIDENT WERE: THE PILOT'S DECISION TO TAKEOFF AFTER HE RECEIVED A BRIEFING ADVISING, 'VFR FLIGHT NOT RECOMMENDED', THE DARK NIGHT CONDITIONS, AND SNOW SHOWERS.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) LIGHT CONDITION - DARK NIGHT
3. (F) WEATHER CONDITION - CLOUDS
4. (F) WEATHER CONDITION - SNOW
5. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: CRUISE

Findings

6. (F) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
7. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Foreign; Private	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 11, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1140 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	CFUQW
Model/Series:	U206A U206A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U206-0614
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	September 27, 1983 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	80 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2557 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-A
Registered Owner:	JOSEPH D. B. COTE'	Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	None
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:	BTV ,334 ft msl	Distance from Accident Site:	41 Nautical Miles
Observation Time:	19:50 Local	Direction from Accident Site:	243°
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	Broken	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-13°C / -17°C
Precipitation and Obscuration:	Light - None - Snow		
Departure Point:	ALBANY , NY (ALB)	Type of Flight Plan Filed:	VFR
Destination:	(CYHU)	Type of Clearance:	None
Departure Time:	19:15 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	43.979793,-73.699272(est)

Administrative Information

Investigator In Charge (IIC):	Hancock, Robert
Additional Participating Persons:	ALEX KELEMAN; ALBANY , NY
Original Publish Date:	August 30, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=35779

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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](#).