



# Aviation Investigation Final Report

<b>Location:</b>	BAINBRIDGE, New York	<b>Accident Number:</b>	NYC85FA044
<b>Date &amp; Time:</b>	December 17, 1984, 23:00 Local	<b>Registration:</b>	N6099Y
<b>Aircraft:</b>	PIPER PA-23-250	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	4 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Scheduled		

## Analysis

VFR CONDITIONS PREVAILED WHEN THE FLT DEPARTED BINGHAMTON, NY. THE DESTINATION WAS REPORTED AS CLEAR UNTIL JUST PRIOR TO THE ESTIMATED TIME OF ARRIVAL, THEN FOG BEGAN TO FORM. WITNESSES WHO HEARD THE ACFT, JUST PRIOR TO THE ACCIDENT, REPORTED HEAVY FOG. AFTER MAKING AN APCH TO RWY 7, THE ACFT TURNED TO A HEADING OF ABOUT 220 DEG, THEN COLLIDED WITH TREES ON A WOODED HILL, .85 MI NORTH OF THE ARPT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE ELEVATION OF THE MAIN WRECKAGE WAS 1395 FT; THE ARPT ELEVATION WAS 1027 FT.

## 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: APPROACH

#### Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - FOG
3. GO-AROUND - PERFORMED - PILOT IN COMMAND
4. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING

Findings

5. (F) TERRAIN CONDITION - HIGH TERRAIN
6. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. (F) OBJECT - TREE(S)
8. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	28, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 30, 1984
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4450 hours (Total, all aircraft), 675 hours (Total, this make and model), 280 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N6099Y
<b>Model/Series:</b>	PA-23-250 PA-23-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	27-3306
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	November 2, 1984 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	5200 lbs
<b>Time Since Last Inspection:</b>	8090 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	8154 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-540-C4B5
<b>Registered Owner:</b>	FORD-AIRE, INC.	<b>Rated Power:</b>	250 Horsepower
<b>Operator:</b>	SUSQUEHANNA AIRLINES, INC.	<b>Operating Certificate(s) Held:</b>	Commuter air carrier (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	SQHA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	7°C
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>	BINGHAMTON , NY (BGM )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	22:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	SIDNEY N23	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1027 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	7	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4220 ft / 75 ft	<b>VFR Approach/Landing:</b>	Valley/terrain following

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	2 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 Fatal	<b>Latitude, Longitude:</b>	42.289375,-75.479454(est)

## Administrative Information

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

**Additional Participating Persons:** BENJI R COLEMAN; JAMAICA  
DICK VOEHRINGER;  
ELWYN R BARNES;  
BOOB ROBERT;

**Original Publish Date:**

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=35791>

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