



# Aviation Investigation Final Report

|                                |   |                         |            |
|--------------------------------|---|-------------------------|------------|
| <b>Location:</b>               | STRATFORD, Connecticut                        | <b>Accident Number:</b> | NYC88FA093 |
| <b>Date &amp; Time:</b>        | February 19, 1988, 23:22 Local                | <b>Registration:</b>    | N2469M     |
| <b>Aircraft:</b>               | PIPER PA-34-200T                              | <b>Aircraft Damage:</b> | Destroyed  |
| <b>Defining Event:</b>         |   | <b>Injuries:</b>        | 2 Fatal    |
| <b>Flight Conducted Under:</b> | Part 135: Air taxi & commuter - Non-scheduled |                         |            |

## Analysis

THE PILOT AND PILOT-RATED PAX RECEIVED VECTORS FOR MULTIPLE ILS APPROACHES IN DETERIORATING CONDITIONS. ON THE FIRST ATTEMPT THE AIRCRAFT PASSED OVER WITNESSES BUT WAS OFF COURSE AND NOT IN A POSITION TO LAND. THE SECOND ATTEMPT WAS ABORTED BEFORE REACHING THE AIRPORT. DURING THE THIRD ATTEMPT RADAR SERVICE WAS TERMINATED AND THE PILOT WAS GIVEN A FREQUENCY CHANGE. THE AIRCRAFT CRASHED INTO WATER ABOUT ONE MILE FROM THE RUNWAY. POST-ACCIDENT EXAM DID NOT DISCLOSE ANY MALFUNCTION WITH THE AIRCRAFT SYSTEMS. BOTH ENGINES WERE TEST-RUN TO FULL POWER. THE INVESTIGATION DISCLOSED THAT NEITHER PILOT WAS FAR PART 135 QUALIFIED FOR THIS FLIGHT. THE AIRCRAFT WAS BEING OPERATED WITH ENGINES OVER TBO, TRANSPONDER TEST DUE, AND THE 100 HR INSPECTION OVERDUE. THE PILOTS DID NOT REPORT ANY DIFFICULTIES WITH THE AIRCRAFT PRIOR TO IMPACT.

## 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 TERRAIN/WATER  
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

## Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - RAIN
4. (F) WEATHER CONDITION - FOG
5. (F) LIGHT CONDITION - DARK NIGHT
6. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
7. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
8. (C) DECISION HEIGHT - NOT IDENTIFIED - PILOT IN COMMAND
9. (F) MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
10. (F) INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
11. TERRAIN CONDITION - WATER,ROUGH

## Factual Information

### Pilot Information

|                                  |  |  |                   |
|----------------------------------|--|--|-------------------|
| <b>Certificate:</b>              | Airline transport; Flight instructor   | <b>Age:</b>                              | 48, Male          |
| <b>Airplane Rating(s):</b>       | Single-engine land; Multi-engine land  | <b>Seat Occupied:</b>                    | Unknown           |
| <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 multi-engine; Airplane single-engine  | <b>Toxicology Performed:</b>             | Yes               |
| <b>Medical Certification:</b>    | Class 2 Valid Medical--no waivers/lim.   | <b>Last FAA Medical Exam:</b>            | February 17, 1988 |
| <b>Occupational Pilot:</b>       | Yes  | <b>Last Flight Review or Equivalent:</b> |                   |
| <b>Flight Time:</b>              | 1769 hours (Total, all aircraft), 19 hours (Total, this make and model), 1434 hours (Pilot In Command, all aircraft), 79 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft) |  |                   |

## Aircraft and Owner/Operator Information

|                                      |                           |                                       |                          |
|--------------------------------------|---------------------------|---------------------------------------|--------------------------|
| <b>Aircraft Make:</b>                | PIPER                     | <b>Registration:</b>                  | N2469M                   |
| <b>Model/Series:</b>                 | PA-34-200T PA-34-200T     | <b>Aircraft Category:</b>             | Airplane                 |
| <b>Year of Manufacture:</b>          |                           | <b>Amateur Built:</b>                 |                          |
| <b>Airworthiness Certificate:</b>    | Normal                    | <b>Serial Number:</b>                 | 34-7870084               |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle    | <b>Seats:</b>                         | 2                        |
| <b>Date/Type of Last Inspection:</b> | November 7, 1987 100 hour | <b>Certified Max Gross Wt.:</b>       | 4570 lbs                 |
| <b>Time Since Last Inspection:</b>   | 208 Hrs                   | <b>Engines:</b>                       | 2 Reciprocating          |
| <b>Airframe Total Time:</b>          |                           | <b>Engine Manufacturer:</b>           | CONTINENTAL              |
| <b>ELT:</b>                          | Installed                 | <b>Engine Model/Series:</b>           | TSIO-360-E               |
| <b>Registered Owner:</b>             | WILLIAM B. THURBER        | <b>Rated Power:</b>                   | 200 Horsepower           |
| <b>Operator:</b>                     | U.S. EXPRESS              | <b>Operating Certificate(s) Held:</b> | On-demand air taxi (135) |
| <b>Operator Does Business As:</b>    |                           | <b>Operator Designator Code:</b>      |                          |

## 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> | BDR ,10 ft msl         | <b>Distance from Accident Site:</b>         | 2 Nautical Miles |
| <b>Observation Time:</b>                | 22:54 Local            | <b>Direction from Accident Site:</b>        | 60°              |
| <b>Lowest Cloud Condition:</b>          | Unknown                | <b>Visibility</b>                           | 1 miles          |
| <b>Lowest Ceiling:</b>                  | Overcast / 400 ft AGL  | <b>Visibility (RVR):</b>                    |                  |
| <b>Wind Speed/Gusts:</b>                | 21 knots /             | <b>Turbulence Type Forecast/Actual:</b>     | /                |
| <b>Wind Direction:</b>                  | 90°                    | <b>Turbulence Severity Forecast/Actual:</b> | /                |
| <b>Altimeter Setting:</b>               | 29 inches Hg           | <b>Temperature/Dew Point:</b>               | 3°C              |
| <b>Precipitation and Obscuration:</b>   | N/A - None - Fog       |   |                  |
| <b>Departure Point:</b>                 | ALBANY , NY (ALB )     | <b>Type of Flight Plan Filed:</b>           | IFR              |
| <b>Destination:</b>                     | BRIDGEPORT , CT (BDR ) | <b>Type of Clearance:</b>                   | IFR              |
| <b>Departure Time:</b>                  | 00:00 Local            | <b>Type of Airspace:</b>                    | Class G          |

## Airport Information

|                             |                               |                                  |         |
|-----------------------------|-------------------------------|----------------------------------|---------|
| <b>Airport:</b>             | IGOR I. SIKORSKY MEMORIAL BDR | <b>Runway Surface Type:</b>      | Asphalt |
| <b>Airport Elevation:</b>   | 10 ft msl                     | <b>Runway Surface Condition:</b> | Wet     |
| <b>Runway Used:</b>         | 6                             | <b>IFR Approach:</b>             | ILS     |
| <b>Runway Length/Width:</b> | 4677 ft / 150 ft              | <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> | 1 Fatal | <b>Aircraft Fire:</b>       | None      |
| <b>Ground Injuries:</b>    | N/A     | <b>Aircraft Explosion:</b>  | None      |
| <b>Total Injuries:</b>     | 2 Fatal | <b>Latitude, Longitude:</b> |           |

## Administrative Information

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

**Additional Participating Persons:** ROBERT F SULLIVAN;  
ALAN YURMAN;  
WALTER PIENODY;

**Original Publish Date:** September 19, 1989

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=35998>

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