



Aviation Investigation Final Report

Location:	MESSENA, New York	Accident Number:	NYC90LA049
Date & Time:	January 11, 1990, 12:20 Local	Registration:	N1506X
Aircraft:	PIPER PA-34-200T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

THE AIRPLANE WAS ON A FERRY FLIGHT WITH ADDITIONAL FUEL TANKS INSTALLED IN THE CABIN. THE PILOT SAID HIS AIRSPEED WAS READING HIGH, THEN IT DROPPED TO ZERO. HE ALSO SAID HE LOST HIS LEFT GENERATOR AND THE FUEL GAGES WERE SHOWING A 100 PERCENT INCREASE IN FUEL CONSUMPTION. HE REQUESTED AN ILS APPROACH TO A NEARBY AIRPORT AND WHILE CIRCLING TO LAND, ON BASE LEG, AND EXPERIENCED A TOTAL POWER LOSS. THE AIRPLANE LANDED ON A ROAD 1000 FEET SHORT OF THE RUNWAY, STRIKING A LIGHT POLE WITH THE LEFT WING. THE FAA WAS UNABLE TO DETERMINE THE CAUSE OF THE POWER LOSS AND SAID FUEL WAS AVAILABLE IN THE TANKS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE AIRPLANE STRIKING A LIGHT POLE DURING AN OFF AIRPORT LANDING ON A ROAD, DUE TO A DOUBLE POWER LOSS FOR UNKNOWN REASONS. FACTORS RELATED TO THE ACCIDENT WERE: THE PILOTS UNFAMILIARITY WITH THE AIRPLANE.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE - NORMAL

Findings

1. ANTI-ICE/DEICE SYSTEM,PITOT HEAT - INOPERATIVE
 2. REASON FOR OCCURRENCE UNDETERMINED
 3. (C) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 4. ELECTRICAL SYSTEM - FAILURE,PARTIAL
 5. FUEL SYSTEM,FUEL QUANTITY FLOAT/SENSOR - UNRELIABLE
 6. FLIGHT/NAV INSTRUMENTS,AIRSPD INDICATOR - UNRELIABLE
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Occurrence #2: LOSS OF ENGINE POWER
Phase of Operation: APPROACH - CIRCLING (IFR)

Findings
7. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #3: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #4: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
8. OBJECT - UTILITY POLE

Factual Information

Pilot Information

Certificate:	Commercial; Flight engineer; Flight instructor	Age:	33, Male
Airplane Rating(s):	Single-engine land; 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 multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 8, 1990
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3014 hours (Total, all aircraft), 50 hours (Total, this make and model), 1354 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N1506X
Model/Series:	PA-34-200T PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Special flight (Special)	Serial Number:	34-7570265
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	September 25, 1989 Annual	Certified Max Gross Wt.:	4570 lbs
Time Since Last Inspection:	40 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2441 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360-E
Registered Owner:	WEAVER AERO INT'L	Rated Power:	200 Horsepower
Operator:	ORIENT AIR INT'L	Operating Certificate(s) Held:	None
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:	MSS ,214 ft msl	Distance from Accident Site:	
Observation Time:	20:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Overcast / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	18 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KALAMAZOO , MI (AZO)	Type of Flight Plan Filed:	IFR
Destination:	BANGOR , ME (BGR)	Type of Clearance:	IFR
Departure Time:	18:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	MESSENA MSS	Runway Surface Type:	Asphalt
Airport Elevation:	214 ft msl	Runway Surface Condition:	
Runway Used:	23	IFR Approach:	Circling;ILS
Runway Length/Width:	5001 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	44.919345,-74.889709(est)

Administrative Information

Investigator In Charge (IIC): Hancock, Robert

Additional Participating Persons:

Original Publish Date: November 9, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=36598>

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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](#).