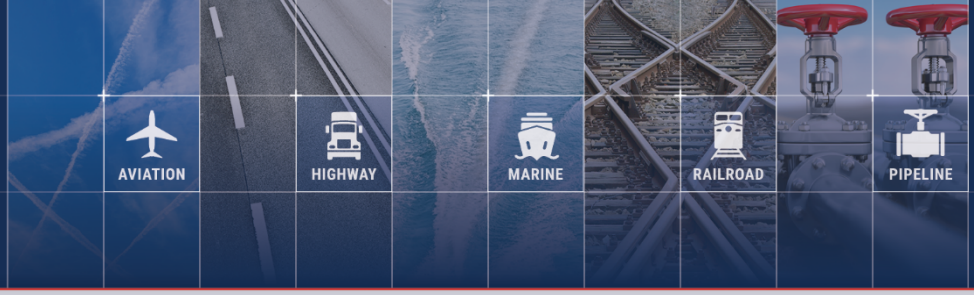

Aviation Investigation Final Report

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,AIRSPEED INDICATOR - UNRELIABLE

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