



Aviation Investigation Final Report

Location:	HOLLIDAYSBURG, Pennsylvania	Accident Number:	NYC91FA112
Date & Time:	April 13, 1991, 13:30 Local	Registration:	N8073Y
Aircraft:	PIPER PA-30	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING AN INSTRUMENT CLIMB THE PILOT LOST CONTROL OF THE AIRPLANE. THE PILOT HAD DEPARTED THE AIRPORT DURING LOW CEILINGS WITH LIGHT RAIN AND FOG. SEVERAL LAYERS OF CLOUDS EXISTED DURING THE CLIMB. RAIN, THUNDERSTORMS, AND TURBULENCE WITHIN THE THUNDERSTORMS HAD BEEN FORECAST. PILOT REPORTS EAST OF THE FLIGHT PATH HAD INCLUDED LIGHT ICING FROM THE SURFACE TO FIVE THOUSAND. THE AIRPLANE HAD BEEN CLEARED TO SIX THOUSAND. THE PILOT WAS INSTRUCTED TO CONTACT NEW YORK CENTER WITH AN ALTITUDE READOUT OF 4500 FT . THE PILOT NEVER ESTABLISHED CONTACT. CLEVELAND CENTER LOST RDAR CONTACT AT 5300 FT AT APPROXIMATELY NINE MILES FROM THE AIRPORT. THE AIRPLANE HAD BEEN AIRBORNE FOR APPROXIMATELY TEN MINUTES. THE AIRPLANE IMPACTED TREES, CABLES, AND TERRAIN. BASED ON THE PHYSICAL EVIDENCE THE AIRPLANE MAINTAINED STRUCTURAL INTEGRITY UNTIL IMPACT. POST ACCIDENT INVESTIGATION OF THE ENGINES REVEALED NO ANOMALIES THAT WOULD HAVE CONTRIBUTED TO THE ACCIDENT. THE WRECKAGE PATH WAS 1,176 FEET LONG.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S LOSS OF CONTROL FOR UNDETERMINED REASONS.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED - PILOT IN COMMAND
2. WEATHER CONDITION - TURBULENCE
3. WEATHER CONDITION - ICING CONDITIONS
4. WEATHER CONDITION - RAIN

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. OBJECT - TREE(S)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	27,Female
Airplane Rating(s):	Single-engine sea; 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 single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 5, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	433 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8073Y
Model/Series:	PA-30 PA-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30-1187
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	I0-320-C1A
Registered Owner:	FRANK W. MARINO	Rated Power:	160 Horsepower
Operator:	FRANCES MCCULLY	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	A00 ,1504 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	6 miles
Lowest Ceiling:	Overcast / 900 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	4°C / 3°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	ALTOONA , PA (A00)	Type of Flight Plan Filed:	VFR/IFR
Destination:	CLEARFIELD , PA (N97)	Type of Clearance:	IFR
Departure Time:	17:19 Local	Type of Airspace:	Class E

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:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	40.429008,-78.390792(est)

Administrative Information

Investigator In Charge (IIC):	Twine, Chauncey
Additional Participating Persons:	CHARLIE RUGGIERO; ALLEGHENY , PA
Original Publish Date:	September 7, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=36788

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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](#).