



Aviation Investigation Final Report

Location:	WALLINGFORD, Connecticut	Accident Number:	NYC91FA145
Date & Time:	May 31, 1991, 16:45 Local	Registration:	N36069
Aircraft:	PIPER PA-32RT-300	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

N36069 WAS EN ROUTE TO MERIDEN, CT. THUNDERSTORMS AND RAIN SHOWERS WERE FORECASTED FOR THE ENTIRE AREA. THE NON INSTRUMENT RATED PILOT DID NOT RECEIVE A WEATHER BRIEFING. WITNESSES HEARD AND SAW N36069 FLYING VERY LOW OVER THEIR HOMES JUST BEFORE THE CRASH IN A WOODED AREA, ABOUT 5 MILES FROM THE AIRPORT. THEY SAID THE ENGINE SOUNDED 'VERY LOUD.' SEVERAL WITNESSES SAID IT WAS REINING VERY HARD AT THE TIME OF THE ACCIDENT. ONE WITNESS SAID VISIBILITY WAS ONLY ABOUT '150 FEET.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT ATTEMPTING A VFR FLIGHT IN ADVERSE WEATHER CONDITIONS, AT AN ALTITUDE THAT WAS INSUFFICIENT TO CLEAR TREES ALONG HIS ROUTE OF FLIGHT. FACTORS RELATED TO THE ACCIDENT WERE THE PILOT'S LACK OF INSTRUMENT RATING, AND HIS OVERCONFIDENCE TO FLY IN ADVERSE WEATHER CONDITIONS.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: MANEUVERING

Findings

- HAZARDOUS WEATHER ADVISORY - NOT OBTAINED - PILOT IN COMMAND

2. (C) WEATHER CONDITION - THUNDERSTORM
3. (C) WEATHER CONDITION - LOW CEILING
4. FLIGHT INTO KNOWN ADVERSE WEATHER - DISREGARDED - PILOT IN COMMAND
5. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. (C) VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
7. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

8. (C) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	66, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 2, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	950 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N36069
Model/Series:	PA-32RT-300 PA-32RT-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	32R7885154
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:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-K1G5D
Registered Owner:	LANCE TRANSPORTATION & LEASING	Rated Power:	300 Horsepower
Operator:	LOUIS R. D'AGOSTINO	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	1 miles
Lowest Ceiling:	Broken / 1200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	DANIELSON , CT (5B3)	Type of Flight Plan Filed:	None
Destination:	MERIDEN , CT (MMK)	Type of Clearance:	None
Departure Time:	16:15 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Leonard, Charles
Additional Participating Persons:	SOUGLAS BORDEAN; WINDSOR LOCKS , CT
Original Publish Date:	January 25, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=36796

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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](#).