



Aviation Investigation Final Report

Location:	NANTUCKET, Massachusetts	Accident Number:	NYC91LA226
Date & Time:	August 30, 1991, 20:28 Local	Registration:	N296TH
Aircraft:	MOONEY M20J	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious, 2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

PRIOR TO DEPARTURE, THE PILOT WAS ADVISED THAT THE WEATHER WAS MARGINAL AT HIS DESTINATION AND ALTERNATE AIRPORTS. HE WAS UNABLE TO LAND AT HIS DESTINATION, SO HE DIVERTED TO ANOTHER AIRPORT WITH KNOWN LOW CEILING AND VISIBILITY. DURING THE APPROACH, HE OBSERVED A 'FULL SCALE DEFLECTION IN AZIMUTH AND A FLY UP INDICATION ON THE GLIDE SLOPE NEEDLE.' HE STARTED A MISSED APPROACH, BUT THE AIRPLANE STRUCK A HILL AT THAT TIME. THE INSTRUMENT APPROACH WAS CHECKED BY THE FAA AND NO DISCREPANCIES WERE FOUND. OTHER PILOTS MAKING THE APPROACH DID NOT REPORT ANY DIFFICULTIES. THE REPORTED WEATHER AT THE TIME WAS AT MINIMUMS FOR THAT APPROACH. THE PILOT HAD A TOTAL INSTRUMENT FLIGHT TIME OF 31 HOURS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DESCENT BELOW THE ILS GLIDE PATH AND HIS DELAY IN INITIATING A MISSED APPROACH WHICH RESULTED IN COLLISION WITH THE TERRAIN.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MISSED APPROACH (IFR)

Findings

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
4. (C) MISSED APPROACH - DELAYED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 10, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	604 hours (Total, all aircraft), 130 hours (Total, this make and model), 540 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N296TH
Model/Series:	M20J M20J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	24-3144
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	IO-360
Registered Owner:	THOMAS P. HEENEY	Rated Power:	200 Horsepower
Operator:	THOMAS P. HEENEY	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:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	DOYLESTOWN , PA (N88)	Type of Flight Plan Filed:	IFR
Destination:	MARTHA'S VINEYD, MA (MVY)	Type of Clearance:	IFR
Departure Time:	17:00 Local	Type of Airspace:	

Airport Information

Airport:	NANTUCKET ACK	Runway Surface Type:	Asphalt
Airport Elevation:	48 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	ILS
Runway Length/Width:	6303 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious, 1 Minor	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Leonard, Charles
Additional Participating Persons:	ASI KEN JOHNSON; BOSTON , MA
Original Publish Date:	March 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=37003

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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](#).