



Aviation Investigation Final Report

Location:	GREEN CREEK, New Jersey	Accident Number:	NYC92LA142
Date & Time:	August 5, 1992, 11:26 Local	Registration:	N4280M
Aircraft:	PIPER PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

THE PILOT MADE A LOW PASS FLY BY PRIOR TO PICKING UP A BANNER, FOR THE PURPOSE OF DROPPING A WRITTEN MESSAGE TO THE GROUND PERSONNEL. AFTER DROPPING THE MESSAGE THE PILOT LOOKED BACK TO SEE WHERE THE MESSAGE LANDED AND THE AIRPLANE STRUCK TREES ALONG HIS FLIGHT PATH.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT DIVERTED HIS ATTENTION FROM FLYING THE AIRPLANE AND DID NOT MAINTAIN A VISUAL LOOKOUT, WHICH RESULTED IN A COLLISION WITH TREES.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. IN-FLIGHT PLANNING / DECISION - IMPROPER - PILOT IN COMMAND
 2. (C) DIVERTED ATTENTION - PILOT IN COMMAND
 3. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 4. (C) OBJECT - TREE(S)
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	29, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 13, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1125 hours (Total, all aircraft), 241 hours (Total, this make and model), 1024 hours (Pilot In Command, all aircraft), 320 hours (Last 90 days, all aircraft), 105 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4280M
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4982-21
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 9, 1992 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	683 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6816 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-320-A2B
Registered Owner:	PARAMOUNT AIR SERVICE INC.	Rated Power:	150 Horsepower
Operator:	PARAMOUNT AIR SERVICE INC.	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	4500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 14 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:20 Local	Type of Airspace:	Class D

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 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Yurman, Alan
Additional Participating Persons:	MATT ELKIN; PHILADELPHIA , PA
Original Publish Date:	August 26, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=37191

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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](#).