



Aviation Investigation Final Report

Location:	FISHKILL, New York	Accident Number:	NYC96FA004
Date & Time:	October 7, 1995, 18:55 Local	Registration:	N4704F
Aircraft:	CESSNA P206A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The noninstrument-rated pilot had received several weather briefings which included 'VFR flight not recommended.' He then departed on a local positioning flight. A few minutes after departure he contacted a nearby control tower and requested permission to fly through their airspace. Two minutes later, he requested to land. He was advised to continue with the approach and report a left base. Witnesses heard the airplane flying low with a steady engine, followed by the impact. They reported that fog obscured the tops of the trees and reduced forward visibility to 50 yards. The airplane impacted trees on rising terrain 8 miles south of the airport. Although the ceiling and visibility had improved to marginal VFR at the departure airport, the planned destination remained in instrument meteorological conditions.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's VFR flight into instrument meteorological conditions. Contributing factors were the fog and dusk light conditions.

Findings

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

Findings

1. (F) WEATHER CONDITION - FOG

2. (C) VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: CRUISE

Findings

3. (F) LIGHT CONDITION - DUSK

4. (F) TERRAIN CONDITION - RISING

5. OBJECT - TREE(S)

Factual Information

HISTORY OF FLIGHT

On October 7, 1995, about 1855 eastern daylight time, a Cessna P206A, N4704F, was destroyed when it struck rising terrain in Fishkill, New York. The commercial pilot was fatally injured. Instrument meteorological conditions prevailed. No flight plan had been filed for the positioning flight which was conducted under 14 CFR Part 91, and had departed Sky Acres Airport, Millbrook, New York about 1845.

The pilot had received four weather briefings. The last two briefings, which occurred at 1656 and 1813, were for a flight between Poughkeepsie, New York, and White Plains, New York. On the 1656 briefing, the pilot was advised that VFR flight was not recommended, and on the 1813 briefing, the pilot advised the briefer that he was aware that VFR flight was not recommended.

After departing for the Westchester County Airport, White Plains, the pilot established radio contact with the Dutchess County Airport, Poughkeepsie. At 1852, the pilot requested to, "...fly through the area to the south at about five hundred [feet]." This was approved. Less than one minute later, he requested and was given the Dutchess County Airport weather as, "...one thousand [feet] overcast visibility seven [statute miles]."

At 1854, the pilot indicated his desire to land at Poughkeepsie, and his position as south of the field, at 800 feet. The pilot was instructed to continue with the approach, and report on left base for runway 24. This radio call and subsequent radio calls were not answered.

Two witnesses, located about 200 yards from the accident site, reported hearing an airplane flying very low, and the sound of the impact, after which the engine stopped. Both witnesses reported the engine sound was steady and loud. Additionally, they reported that fog covered the tops of the trees, and reduced the visibility to about 50 yards.

The accident occurred during the hours of twilight at location 41 degrees, 30 minutes North and 73 degrees, 52 minutes West.

PERSONNEL INFORMATION

The pilot was the holder of a Commercial Pilot Certificate with airplane single engine land and multi-engine land ratings.

He did not possess an instrument rating.

He was last issued an FAA 2nd Class Airman Medical Certificate on November 23, 1994. According to FAA records, he had in excess of 3000 hours. His pilot log book was not recovered; however, a relative reported that the pilot had about 800 hours in the accident airplane, and was flying about 50 hours a month. AIRCRAFT INFORMATION The last inspection was a 100 hour inspection conducted on September 8, 1995. The log book did not contain a tach time. The last annual was conducted on July 6, 1996, at a tach time of 4532.09 hours.

METEOROLOGICAL INFORMATION

Marginal VFR conditions prevailed at Poughkeepsie, and instrument meteorological conditions prevailed at White Plains, the intended destination.

Poughkeepsie, 1845, Estimated 1000 feet overcast, visibility 7 miles, temperature 57 F, dewpoint 55 F.

White Plains, 1845, Partial obscuration, measured 300 feet overcast, visibility 1 1/2 miles, light rain and fog, temperature 57 F, dewpoint 57 F.

WRECKAGE AND IMPACT INFORMATION

The airplane was examined at the accident site on October 8, 1995. It had impacted trees on rising terrain, at an altitude of approximately 800 feet MSL. Debris was spread along a heading of 260 degrees, for a distance of 273 feet. Both wings, the landing gear, the horizontal and vertical stabilizers, elevators, and the rudder were separated from the airplane. All flight control cables had separated at mid-span.

The wing flap jack screw was extended 1.63 inches, which according to a representative from the Cessna Aircraft Company, corresponded to 5 degrees of flap extension.

The propeller was separated from the engine. All blades had leading edge impact damage, and "S" curves along the length of the blades.

The spark plugs were gray in appearance with no impact damage to the electrodes. The magnetos produced spark when rotated by hand.

The fuel filter in the fuel control unit, and engine oil screen were clear of debris.

MEDICAL AND PATHOLOGICAL INFORMATION

An autopsy was conducted by Neela Pushparaj, M.D. Pathologist for Hudson Valley Laboratory, New York, on October 8, 1995. Toxicological testing conducted by the FAA Civil Aeromedical Institute, in Oklahoma City, Oklahoma, was negative for alcohol and drugs.

ADDITIONAL INFORMATION

The aircraft wreckage was released to the owner on October 8, 1995.

Pilot Information

Certificate:	Commercial	Age:	63, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 23, 1994
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3000 hours (Total, all aircraft), 800 hours (Total, this make and model), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4704F
Model/Series:	P206A P206A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	P206-304
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	September 8, 1995 100 hour	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4657 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-A
Registered Owner:	CURTIS C. WOOD	Rated Power:	285 Horsepower
Operator:	GERARD H. WOOD	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:	Dusk
Observation Facility, Elevation:	POU ,166 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	18:45 Local	Direction from Accident Site:	10°
Lowest Cloud Condition:	Unknown	Visibility	7 miles
Lowest Ceiling:	Overcast / 1000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MILLBROOK , NY (44N)	Type of Flight Plan Filed:	None
Destination:	WHITE PLAINS , NY (HPN)	Type of Clearance:	None
Departure Time:	18:20 Local	Type of Airspace:	Class G

Airport Information

Airport:	DUTCHESS COUNTY POU	Runway Surface Type:	Asphalt
Airport Elevation:	166 ft msl	Runway Surface Condition:	Dry
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:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	41.530231,-73.88932(est)

Administrative Information

Investigator In Charge (IIC): Hancock, Robert

Additional Participating Persons: JOHN CUNEO; TETERBORO , NJ
JOHN KENT; MOBIL , AL
CALUDE UNDERWOOD; WICHITA , KS

Original Publish Date: May 2, 1997

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=39074>

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