



# Aviation Investigation Final Report

<b>Location:</b>	ANACONDA, Montana	<b>Accident Number:</b>	SEA95LA086
<b>Date &amp; Time:</b>	April 30, 1995, 18:25 Local	<b>Registration:</b>	N6288P
<b>Aircraft:</b>	PIPER PA-24-250	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE AIRPLANE STRUCK A TREE WHILE THE PILOT WAS MANEUVERING IN INSTRUMENT METEOROLOGICAL CONDITIONS AFTER HE HAD TURNED AWAY FROM HIS DESTINATION DUE TO DETERIORATING WEATHER CONDITIONS DURING A VFR FLIGHT. THE PILOT WAS ABLE TO MAINTAIN CONTROL OF THE AIRPLANE AFTER THE COLLISION AND LANDED WITHOUT FURTHER DIFFICULTY.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S ATTEMPT TO CONDUCT VISUAL FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS, AND HIS FAILURE TO MAINTAIN CLEARANCE FROM TERRAIN.

## Findings

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

### Findings

1. OBJECT - TREE(S)
2. (C) VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

On April 30, 1995, about 1825 hours mountain daylight time, N6288P, a Piper PA-24-250, collided with a tree and was substantially damaged while maneuvering over Anaconda, Montana. The commercial pilot, the sole occupant, was not injured. Instrument meteorological conditions (IMC) prevailed and no flight plan had been filed. The personal flight departed Missoula, Montana, and was conducted under 14 CFR 91.

According to the pilot, the pilot's intended destination was Butte, Montana. During the flight, visibility decreased to IMC and the pilot began to maneuver the airplane in an attempt to find visual meteorological conditions. As the airplane was maneuvering in IMC, the airplane's left wing collided with a tree. The pilot radioed a MAYDAY and continued the flight to Butte. The airplane landed in Butte uneventfully. No mechanical malfunctions were reported.

### Pilot Information

<b>Certificate:</b>	Flight instructor	<b>Age:</b>	22, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 16, 1995
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	707 hours (Total, all aircraft), 3 hours (Total, this make and model), 575 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N6288P
<b>Model/Series:</b>	PA-24-250 PA-24-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-1398
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	February 16, 1995 Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>	24 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	8495 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-540
<b>Registered Owner:</b>	DESILVA, HAROLD L.	<b>Rated Power:</b>	250 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BTM ,6358 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	18:40 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	Broken / 2600 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	170°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	3°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MISSOULA , MT (MSO )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	BUTTE , MT (BTM )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:50 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	46.119144,-112.970062(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Guzzetti, Jeffrey
<b>Additional Participating Persons:</b>	KEN MCNEES; HELENA , MT
<b>Original Publish Date:</b>	November 8, 1995
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=42140">https://data.ntsb.gov/Docket?ProjectID=42140</a>

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