



# Aviation Investigation Final Report

<b>Location:</b>	East Hartford, Connecticut	<b>Accident Number:</b>	ERA17FA011
<b>Date &amp; Time:</b>	October 11, 2016, 15:30 Local	<b>Registration:</b>	N15294
<b>Aircraft:</b>	Piper PA 34-200	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>	Security/criminal event	<b>Injuries:</b>	1 Fatal, 1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

On October 11, 2016, about 1530 eastern daylight time, a Piper PA-34-200 twin-engine airplane, N15294, was destroyed when it impacted terrain near Hartford-Brainard Airport (HFD), Hartford, Connecticut. The flight instructor was seriously injured, and the private pilot was fatally injured. The airplane was registered to International Aviation, LLC, and operated by American Flight Academy as a 14 Code of Federal Regulations Part 91 instructional flight. Visual meteorological conditions existed at the airport at the time of the accident, and no flight plan was filed for the local flight that departed HFD about an hour earlier.

The investigation of this event is being conducted under the jurisdiction of the Federal Bureau of Investigation (FBI). The NTSB provided requested technical assistance to the FBI, and any material generated by the NTSB is under the control of the FBI. The NTSB does not plan to issue a report or open a public docket.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The NTSB did not determine the probable cause of this event and does not plan to issue a report or open a public docket. The investigation of this event is being conducted under the jurisdiction of the Federal Bureau of Investigation.

## Findings

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<b>Not determined</b>	(general) - Other authority investigated
<b>Personnel issues</b>	Suicide - Pilot

## Factual Information

### History of Flight

<b>Other</b>	Security/criminal event (Defining event)
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### Information

<b>Certificate:</b>	<b>Age:</b>
<b>Airplane Rating(s):</b>	<b>Seat Occupied:</b>
<b>Other Aircraft Rating(s):</b>	<b>Restraint Used:</b>
<b>Instrument Rating(s):</b>	<b>Second Pilot Present:</b>
<b>Instructor Rating(s):</b>	<b>Toxicology Performed:</b>
<b>Medical Certification:</b>	<b>Last FAA Medical Exam:</b>
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>
<b>Flight Time:</b>	

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N15294
<b>Model/Series:</b>	PA 34-200 200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1972	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	34-7350047
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	3999 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	I0360 SER
<b>Registered Owner:</b>	International Aviation LLC	<b>Rated Power:</b>	
<b>Operator:</b>	American Flight Academy	<b>Operating Certificate(s) Held:</b>	Pilot school (141)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	East Hartford, CT (HFD )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	East Hartford, CT (HFD )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	HARTFORD-BRAINARD HFD	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	18 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal, 1 Serious	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal, 1 Serious	<b>Latitude, Longitude:</b>	41.736667,-72.649444(est)

## Administrative Information

**Investigator In Charge (IIC):** Read, Leah

**Additional Participating Persons:**

**Original Publish Date:** November 28, 2016

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:** The NTSB traveled to the scene of this accident.

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=94182>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).