



National Transportation Safety Board Aviation Accident Final Report

Location:	SUNBURY, PA	Accident Number:	NYC83FA060
Date & Time:	02/03/1983, 1202 EST	Registration:	N12LF
Aircraft:	AERO COMMANDER 680FL P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

AT APRX 0928 EST, THE PLT OBTAINED A FSS WX BRIEFING BY TELEPHONE. HE WAS BRIEFED ON CONDITIONS OF LOW CEILINGS, FOG, LIGHT RAIN, DRIZZLE, SNOW & BLOWING SNOW ALONG HIS ROUTE. HOWEVER, HE DID NOT ASK ABOUT ICING CONDITIONS & THE BRIEFING DID NOT INCLUDE A FLT PRECAUTION FOR ICING NOR A SIGMET (ISSUED AT 0820 EST) WHICH FORECASTED MODERATE TO SEVERE MIXED ICING. WHILE EN ROUTE, THE PLT MADE SEVERAL ALTITUDE CHANGES BY REQUEST. WHEN HE WAS QUERIED ABOUT A HEADING DEVIATION, HE REPLIED 'WE'RE HAVING A LITTLE PROBLEM.' THIS WAS THE LAST RADIO CONTACT. ATC RECEIVED NO RADIO CALLS CONCERNING ICING PROBLEMS OR AN EMERGENCY. WITNESSES NEAR THE CRASH SITE SAW THE ACFT COME OUT OF THE CLOUDS IN A NEAR VERTICAL DESCENT, ROTATING IN A NOSE DOWN ATTITUDE, THEN IMPACT & BURN. AIRFRAME ICE UP TO 1/2 INCH THICK WAS FOUND ON/NEAR PARTS THAT WERE NOT FIRE DAMAGED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE

Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS
 2. (C) PREFLIGHT BRIEFING SERVICE - INADEQUATE - ATC PERSONNEL(FSS)
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE

Findings

3. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 4. (C) WING - ICE
 5. (C) STABILIZER - ICE
 6. (C) AIRCRAFT PERFORMANCE - DETERIORATED
 7. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/29/1982
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	5650 hours (Total, all aircraft), 300 hours (Total, this make and model), 5500 hours (Pilot In Command, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERO COMMANDER	Registration:	N12LF
Model/Series:	680FL P 680FL P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	0141610
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	08/07/1982, Annual	Certified Max Gross Wt.:	8500 lbs
Time Since Last Inspection:	37 Hours	Engines:	2 Reciprocating
Airframe Total Time:	5052 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-720 B1B
Registered Owner:	MAINHARDT ROBERT G.	Rated Power:	400 hp
Operator:	MAINHARDT ROBERT G.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	IPT, 529 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1150 EST	Direction from Accident Site:	355°
Lowest Cloud Condition:	Unknown / 2300 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 2300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	7° C / 3° C
Precipitation and Obscuration:			
Departure Point:	TETERBORO, NJ (TEB)	Type of Flight Plan Filed:	IFR
Destination:	CLINTONVILLE, WI (CLI)	Type of Clearance:	IFR
Departure Time:	1054 EST	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	BRIAN S RICHARDSON	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).