



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	LIVINGSTON, NJ	<b>Accident Number:</b>	DCA83AA006B
<b>Date &amp; Time:</b>	11/20/1982, 1614 EST	<b>Registration:</b>	N3827C
<b>Aircraft:</b>	AERO COMMANDER 560E	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal

**Flight Conducted Under:** Part 91: General Aviation - Ferry

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## Analysis

AERO COMMANDER 560E, N3827C (27C), WAS RETURNING FROM BLAIRSTOWN WHERE IT HAD BEEN FLOWN FOR MINOR MAINT. THE PLT WAS ON AN IFR FLT PLAN, CLEARED BY NEW YORK TRACON TO PROCEED AT 2000 FT MSL ON A RADAR VECTOR OF 170 DEG FOR AN ILS APCH TO THE TETERBORO ARPT. THE ACFT WAS EQUIPPED WITH AN ALT ENCODING TRANSPONDER THAT WAS BEING USED. THE PLT WAS ADVISED OF NUMEROUS TARGETS AT HIS 12 O'CLOCK POSITION. AT APRX THE SAME TIME, CESSNA 182Q, N96402 (402), WAS ON A FLT FROM THE KUPPER ARPT TO RAMAPO ARPT. A DIRECT ROUTE BETWEEN THESE ARPTS WOULD HAVE INTERSECTED THE NW EDGE OF THE NEW YORK TCA WHERE POSITIVE CONTROL BEGAN BETWEEN 1800 & 7000 FT MSL. THE PLT WAS PROCEEDING VFR WITH NO FLT PLAN & WAS NOT IN RADIO COMM WITH ANY ATC FACILITY. 402 WAS EQUIPPED WITH A TRANSPONDER THAT WAS OPERATING, BUT HAD NO ALT ENCODING CAPABILITY. AS THE ACFT CONVERGED, 402 WAS ON A NORTHEASTERLY HEADING. THE PLANES COLLIDED ABOUT 1 MI INSIDE THE TCA. THEN IMPACTED THE GROUND APRX 1500 FT APART. A MAP WAS FOUND IN 402 WITH A LINE DRAWN BETWEEN THE ARPTS & INTERSECTING THE TCA.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: MIDAIR COLLISION

Phase of Operation: APPROACH

### Findings

1. (F) AIR/GROUND COMMUNICATIONS - NOT ATTAINED - PILOT OF OTHER AIRCRAFT
2. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
3. (F) TRAFFIC ADVISORY - NOT OBTAINED - PILOT OF OTHER AIRCRAFT
4. (F) UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - ATC PERSONNEL(DEP/APCH)
5. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
6. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/19/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	730 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AERO COMMANDER	<b>Registration:</b>	N3827C
<b>Model/Series:</b>	560E 560E	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	744
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	6500 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	GO-480-G1B6
<b>Registered Owner:</b>	ALFRED WONESH	<b>Rated Power:</b>	295 hp
<b>Operator:</b>	ALFRED WONESH	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	9 Miles
Lowest Ceiling:	Broken / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	51° C / 0° C
Precipitation and Obscuration:			
Departure Point:	BLAIRSTOWN, NJ	Type of Flight Plan Filed:	None
Destination:	TETERSBORO, NJ	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Report Date:	11/20/1983
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .	

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).