



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ERIE, PA	<b>Accident Number:</b>	NYC87LA041
<b>Date &amp; Time:</b>	11/30/1986, 1345 EST	<b>Registration:</b>	N117EA
<b>Aircraft:</b>	CESSNA 441	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

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

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## Analysis

REASON FOR THE CESSNA TO VEER IN A SEMI-CIRCLE AND COLLIDE WITH ANOTHER AIRCRAFT IS UNDETERMINED. EXAMINATION OF THE START LOCK ASSEMBLIES COULD NOT BE COMPLETED DUE TO THE EXTENSIVE IMPACT AND FIRE DAMAGE. THE ACFT WAS BEING PREPARED FOR A FLT. DURING A MANUAL SPEED GOVERNOR CHECK ON THE LEFT ENG THE ACFT VEERED IN A SEMI-CIRCLE. AN ATTEMPT TO EXAMINE THE ACFT START LOCKS WAS NEGATED BY THE FIRE DAMAGE FROM THE COLLISION.

## 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: MISCELLANEOUS/OTHER  
Phase of Operation: STANDING - ENGINE(S) OPERATING

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAXI

### Findings

2. (F) BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND  
3. OBJECT - AIRCRAFT PARKED/STANDING  
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Occurrence #3: FIRE  
Phase of Operation: TAXI

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/12/1986
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1600 hours (Total, all aircraft), 31 hours (Total, this make and model), 1600 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N117EA
<b>Model/Series:</b>	441 441	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	441-0191
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	10/03/1986, Annual	<b>Certified Max Gross Wt.:</b>	6800 lbs
<b>Time Since Last Inspection:</b>	25 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	2200 Hours	<b>Engine Manufacturer:</b>	GARRETT
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	TPE-331-8401S
<b>Registered Owner:</b>	GARY MILLER LEASING	<b>Rated Power:</b>	635 hp
<b>Operator:</b>	GARY MILLER LEASING	<b>Operating Certificate(s) Held:</b>	None

## 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:	Clear / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

Airport:	ERIE INT'L (ERI)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	VINCENT D MARCANTELLI	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 <a href="mailto:pubinq@ntsb.gov">pubinq@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](#).