



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	NANTUCKET, MA	<b>Accident Number:</b>	NYC85FA099
<b>Date &amp; Time:</b>	04/06/1985, 1815 EST	<b>Registration:</b>	N68DD
<b>Aircraft:</b>	PIPER PA-31-310	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Serious, 5 Minor
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Scheduled		

---

## Analysis

ACFT COLLIDED WITH TREES DURING FINAL APPROACH TO RUNWAY 24. NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND. REPORTED WX AT CRASH SITE INDEFINITE 100 FEET SKY OBSCURED. RVR 2400 FEET. ACFT SHOULD HAVE ENCOUNTERED A DECREASING HEADWIND AND PROBABLY MODERATE TURBULENCE ON THE FINAL DESCENT.

## 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: APPROACH - IAF TO FAF/OUTER MARKER (IFR)  
-----

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

### Findings

1. (C) MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND
2. (F) ANXIETY/APPREHENSION - PILOT IN COMMAND
3. (C) DESCENT - NOT CORRECTED - PILOT IN COMMAND
4. (F) MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	33, 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
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	10/09/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5800 hours (Total, all aircraft), 370 hours (Total, this make and model), 5300 hours (Pilot In Command, all aircraft), 155 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N68DD
<b>Model/Series:</b>	PA-31-310 PA-31-310	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	31-532
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	03/25/1985, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	6500 lbs
<b>Time Since Last Inspection:</b>	21 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	6878 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	T10-540A2B
<b>Registered Owner:</b>	RICHARD K. & DAWN DERRIDINGER	<b>Rated Power:</b>	310 hp
<b>Operator:</b>	NANTUCKET AIRCRAFT MAIN., INC.	<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135)
<b>Operator Does Business As:</b>	WILL'S AIR	<b>Operator Designator Code:</b>	WRWA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ACK, 48 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1755 EST	Direction from Accident Site:	240°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Obscured / 200 ft agl	Visibility (RVR):	6000 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	9°C / 9°C
Precipitation and Obscuration:			
Departure Point:	HYANNIS, MA (HYA)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1755 EST	Type of Airspace:	

## Airport Information

Airport:	NANTUCKET (ACK)	Runway Surface Type:	Asphalt
Airport Elevation:	48 ft	Runway Surface Condition:	Wet
Runway Used:	24	IFR Approach:	ILS
Runway Length/Width:	6303 ft / 50 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Serious, 4 Minor	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Serious, 5 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	EUGENE A CARROLL	Report Date:	
Additional Participating Persons:	LAWRENCE B ROBICHAND; BEDFORD, MA THOMAS FULLER; BEDFORD, MA RONALD W WELCH; HYANNIS, MA STANLEY A VOLUCKAS; HYANNIS, MA		
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](#).