



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	LYNCHBURG, VA	<b>Accident Number:</b>	BFO89FA075
<b>Date &amp; Time:</b>	08/28/1989, 0045 EDT	<b>Registration:</b>	N234J
<b>Aircraft:</b>	PIPER PA-31-350	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	5 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

THE PILOT UNSUCCESSFULLY TRIED TWICE TO LAND ON RWY 3. HE DID A VISUAL APPROACH AND THEN AN ILS APPROACH. THE PILOT AND WITNESSES REPORTED FOGGY CONDITIONS AT THE AIRPORT. THE PILOT FLEW THE ILS APPROACH AS A THIRD ATTEMPT TO LAND WHEN THE CRASH OCCURRED. RADAR DATA SHOWED THE AIRCRAFT DESCENDED TO 1100 FT MSL ON THE APPROACH, ABOUT 1/2 MILE FROM THE RWY. THE PUBLISHED DECISION HEIGHT WAS 1118 FEET. THE RADAR DATA INDICATED THE CFT PASSED EAST OF THE RWY THRESHOLD AT AN ALTITUDE OF 1000 FT MSL. THE NEXT AND LAST RADAR DATA SHOWS THE ACFT ABOUT 2300 FT BEYOND AND 400 FT EAST OF THE RWY. THE INVESTIGATION REVEALED THE AIRCRAFT STRUCK TREES EAST OF THE RWY AND THEN CRASHED IN A CORNFIELD. AN EXAMINATION DID NOT DISCLOSE EVIDENCE OF A MALFUNCTION. THE LANDING GEAR WAS RETRACTED AND THE FLAPS WERE EXTENDED 10 DEGS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S FAILURE TO MAINTAIN CLEARANCE FROM OBSTRUCTIONS BECAUSE OF IMPROPER IFR OPERATION. CONTRIBUTING TO THE ACCIDENT WAS DESCENT BELOW DECISION HEIGHT, DELAY IN INITIATING THE MISSED APPROACH, AND FOG CONDITIONS.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH

### Findings

1. (F) WEATHER CONDITION - FOG
2. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
3. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. (F) MISSED APPROACH - DELAYED - PILOT IN COMMAND
5. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	30, 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>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	07/31/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1345 hours (Total, all aircraft), 190 hours (Total, this make and model), 1175 hours (Pilot In Command, all aircraft), 93 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N234J
<b>Model/Series:</b>	PA-31-350 PA-31-350	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	31-7952021
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	7000 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, not activated	<b>Engine Model/Series:</b>	TIO-540-J2BD
<b>Registered Owner:</b>	BAY LAND AVIATION, INC.	<b>Rated Power:</b>	350 hp
<b>Operator:</b>	BAY LAND AVIATION, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	LYH, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2250	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20° C / 20° C
Precipitation and Obscuration:			
Departure Point:	SALISBURY, MD (SBY)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	2252 EDT	Type of Airspace:	

## Airport Information

Airport:	LYNCHBURG (LYH)	Runway Surface Type:	Asphalt
Airport Elevation:	930 ft	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	ILS
Runway Length/Width:	5799 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	5 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	DENNIS L JONES	Report Date:	07/22/1992
Additional Participating Persons:	GEORGE BUSH; SANDSTON, VA LOU MASON; VERO BEACH, FL JAMES STA		
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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> .		

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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](#).