



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BRIDGEPORT, CT	<b>Accident Number:</b>	NYC84FA295
<b>Date &amp; Time:</b>	09/03/1984, 2008 EDT	<b>Registration:</b>	N100CT
<b>Aircraft:</b>	AERO COMMANDER 680V	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE ACFT DESCENDED INTO THE WATER SIX & 1/2 MILES SW OF BRIDGEPORT, CT. THE ACFT WAS ON AN ILS APCH TO RWY 06. THE ACFT WAS IN COMMUNICATION WITH NY TRACON ARRVL RADAR AND ON HIS INITIAL CALL HAD INDICATED A DESIRE FOR A CLEARANCE DIRECT TO BRIDGEPORT. A BRIEF RADIO EXCHANGE RESULTED IN THE DESIRED CLEARANCE. THERE WAS NO INDICATION OF ANY PROBLEMS OR LOW FUEL STATE IN THE COMMUNICATION. APRX 15 MINUTES AFTER INITIAL CALL, THE CONTROLLER WAS GIVING THE FINAL APCH INSTRUCTIONS TO N100CT, AFTER HAVING USED SOME TURNS AND CHANGES IN AIRSPEED TO SPACE THE FLT BEHIND LANDING TRAFFIC, WHEN RADAR & RADIO CONTACT WAS LOST. POST ACCIDENT FUEL CALCULATIONS BASED ON FUEL ABOARD VS FLT TIME EN ROUTE AND NORMAL FUEL CONSUMPTION SHOWED APRX 6 GALLONS OF FUEL REMAINING. THE NORMAL UNUSABLE FUEL FOR THIS ACFT IS 13 GALLONS WHICH INCREASES DURING MANEUVERING. IDENTIFIABLE PARTS OF THE ACFT AND SOME PAPER DOCUMENTS WERE RECOVERED BY THE COAST GUARD. THE PLT'S BODY WAS NOT RECOVERED.

## 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: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT

### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - WATER,ROUGH
4. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. (C) EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
6. (C) RADIO COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	61, Male
<b>Airplane Rating(s):</b>	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>	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>	08/08/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	7000 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AERO COMMANDER	<b>Registration:</b>	N100CT
<b>Model/Series:</b>	680V 680V	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	1618-50
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	11
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	9000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Airesearch
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	TPE-31-1-1511
<b>Registered Owner:</b>	PALM BEACH AVIATION, INC.	<b>Rated Power:</b>	575 hp
<b>Operator:</b>	PALM BEACH AVIATION, INC.	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	BDR, 10 ft msl	Distance from Accident Site:	65 Nautical Miles
Observation Time:	1957	Direction from Accident Site:	240°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	Overcast / 700 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	WEST PALM BEACH	Type of Flight Plan Filed:	None
Destination:	BRIDGEPORT, CT (BDR)	Type of Clearance:	IFR
Departure Time:	1511 EDT	Type of Airspace:	Class E

## Airport Information

Airport:	IGOR SIKORSKI (BDR)	Runway Surface Type:	Macadam
Airport Elevation:	10 ft	Runway Surface Condition:	Wet
Runway Used:	6	IFR Approach:	ILS
Runway Length/Width:	4677 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	MICHAEL T KUZENKO	Report Date:	
Additional Participating Persons:	T. CAMPBELL; WESTFIELD, 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: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](#).