



National Transportation Safety Board Aviation Accident Final Report

Location:	JAFFREY, NH	Accident Number:	NYC84FA081
Date & Time:	02/03/1984, 1500 EST	Registration:	N6814G
Aircraft:	CESSNA 402	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE PLT HAD FILED AN IFR FLT PLAN; HOWEVER, HE TOOK OFF IN VFR CONDITIONS & DID NOT ACTIVATE THE FLT PLAN. RADAR DATA SHOWED THAT THE LATTER PART OF THE FLT WAS FLOWN AT 6300 FT, THEN AT 1712:39 EST, A DESCENT WAS BEGUN. ONE MINUTE LATER, THE FLT WAS LAST RECORDED AT 3700 FT. SUBSEQUENTLY, THE ACFT CRASHED NEAR THE TOP OF A 3165 FT MOUNTAIN. THE ELEVATION OF THE CRASH SITE WAS ABOUT 3000 FT. THE TERRAIN WAS ROCKY & COVERED WITH ICE & SNOW WHEN THE INVESTIGATORS ARRIVED AT THE CRASH SITE. APRX 8 MI WEST-NORTHWEST AT KEENE, NH, THE 1755 EST WX WAS, IN PART, 3200 FT BROKEN, 5500 FT OVERCAST, VISIBILITY 10 MI, WIND FROM 130 DEG AT 10 KTS. THE ELEVATION OF THE DILLANT-HOPKINS ARPT AT KEENE WAS 487 FT.

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: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - CLOUDS
2. DESCENT - INITIATED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - LOW CEILING

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING

Findings

4. (F) LIGHT CONDITION - DUSK
5. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. (F) VISUAL/AURAL DETECTION - PILOT IN COMMAND
7. (F) TERRAIN CONDITION - HIGH TERRAIN
8. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
10. (F) TERRAIN CONDITION - SNOW COVERED

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/29/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4300 hours (Total, all aircraft), 3700 hours (Total, this make and model), 4300 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6814G
Model/Series:	402 402	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	402C0647
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	11/16/1983, 100 Hour	Certified Max Gross Wt.:	6885 lbs
Time Since Last Inspection:	83 Hours	Engines:	2 Reciprocating
Airframe Total Time:	368 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	TSIO-520-VB
Registered Owner:	TARTAN LEASING CORP.	Rated Power:	310 hp
Operator:	TARTAN LEASING CORP.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	EEN, 487 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	1655	Direction from Accident Site:	300°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	6° C
Precipitation and Obscuration:			
Departure Point:	CONCORD, NH (CON)	Type of Flight Plan Filed:	IFR
Destination:	MORRISTOWN, NJ (MMU)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	CHAUNCEY D TWINE, JR.	Report Date:	
Additional Participating Persons:	EDWARD JOHNSON; PORTLAND, RICHARD E FORD		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).