



National Transportation Safety Board Aviation Accident Final Report

Location:	OXFORD, CT	Accident Number:	NYC89LA034
Date & Time:	11/20/1988, 1820 EST	Registration:	N468CM
Aircraft:	CESSNA 340	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Serious, 3 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

ACCORDING TO WITNESSES, THE WX WAS CHANGING FROM MINUTE TO MINUTE AS THE ACFT WAS ARRIVING. WITNESSES RPRTD THE WIND WAS BLOWING FROM EAST TO NORTHEAST AT 10 TO 15 KTS, RAIN FALL WAS VARYING FROM STRONG TO PERIODS OF LIGHT RAIN, AND THE CEILING (CLOUD LEVEL) WAS VARIABLE. THE PLT BEGAN AN ILS RWY 36 APCH; HOWEVER, BEFORE REACHING THE ARPT, THE ACFT COLLIDED WITH TREES & CRASHED ABOUT 2 MI SHORT OF THE RWY. THE PLT WAS SERIOUSLY INJURED & COULD NOT REMEMBER THE ACDNT, BUT DID RECALLED RECEIVING A WIND SHEAR ALERT. THE PLT RPRTD AN INTERMITTENT PROBLEM WITH THE AUTOPILOT HEADING MODE; HOWEVER, NO OTHER PREIMPACT MALFUNCTION OR FAILURE OF THE ACFT WAS EVIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: COLLISION WITH TREES AND TERRAIN DUE TO THE PILOT EXCEEDING APPROACH MINIMUM ALTITUDE DURING AN ILS APPROACH.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) LIGHT CONDITION - DUSK
 2. (F) WEATHER CONDITION - LOW CEILING
 3. (F) WEATHER CONDITION - FOG
 4. (F) WEATHER CONDITION - RAIN
 5. (F) WEATHER CONDITION - UNFAVORABLE WIND
 6. (F) WEATHER CONDITION - WINDSHEAR
 7. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
 8. (C) DECISION HEIGHT - NOT USED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	47, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/17/1987
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	22092 hours (Total, all aircraft), 25 hours (Total, this make and model), 21700 hours (Pilot In Command, all aircraft), 312 hours (Last 90 days, all aircraft), 89 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N468CM
Model/Series:	340 340	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	340A1017
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	TSIO-520
Registered Owner:	BUCK HILKERT, INC.	Rated Power:	310 hp
Operator:	BUCK HILKERT, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	BDR, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2250 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	11° C / 10° C
Precipitation and Obscuration:			
Departure Point:	ANN ARBOR, MI (ARB)	Type of Flight Plan Filed:	IFR
Destination:	(OXC)	Type of Clearance:	IFR
Departure Time:	1600 EST	Type of Airspace:	Class G

Airport Information

Airport:	OXFORD WATERBURY (OXC)	Runway Surface Type:	Asphalt
Airport Elevation:	727 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	Localizer Only
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious, 3 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 3 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	REUBEN L DENSLEY	Report Date:	01/31/1990
Additional Participating Persons:	; WINDSOR LOCKS, CT		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.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](#).