



# Circumstances

- October 2, 2011, 2045 EDT
- PA-32-300R; 3 POB
- Route of flight = CRE-DAN-JST
- One pax deplaned at DAN; flight departed at 1930
- Weather VFR at DAN; IFR at JST
- Flight following enroute

# Sequence of Events

- Marginal VFR; IFR enroute
- 1 hour after departure: “we are losing VFR I need a deviation”
- “We’re gonna try reversing course”
- ATC: “IFR capable?” “want to file?”
- “I don’t have any plates” ....



# Sequence of Events

- Pilot changes frequency to check weather on Flight Watch
  - AIRMET=IFR; mountain obscuration
  - Pilot informs “gonna look at Lynchburg”
- Series of erratic maneuvers and steep left turn
- Airplane stabilized; pilot returned to Flight Following frequency

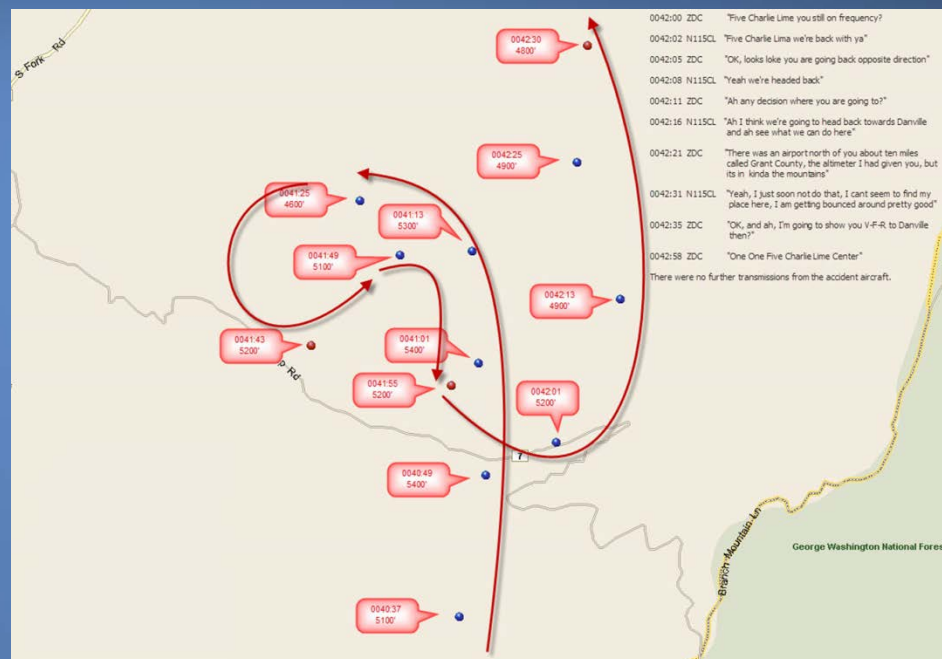
# Sequence of Events



- ATC: “looks like headed opposite direction”
- Pilot: “head to DAN”
- ATC: gave alternate airport 10 miles north
- Pilot: “can’t do that, can’t find plates, getting bounced around pretty good”

# Sequence of Events

- Impacted terrain inverted at 2,900 feet msl
- Last radar = 4,900 feet; 0.62 mi. from accident location





# Aircraft Examination

- Stabilator located in tree (IIP)
- Left wing sections located first
- Impact crater = 11 feet long; 2 feet deep
- 3 unopened VFR charts; no IFR charts
- Mx records = no anomalies





# Aircraft Examination

- Flight control continuity
- Evidence of power
- Gear; flaps “UP”
- Vacuum pump =rotational scoring
- TC/HSI/DG = rotational scoring



# Weather Information

- Pilot received weather briefing (FSS) earlier in day
  - VFR not recommended!
  - Icing & IFR conditions
- DNV wx: wind 340/4 kts; vis 10 mi; CLR; 14C/0C
- JST wx: wind 300/8 kts; vis 9 mi; OVC400; -RA; 02C/02C
- Accident site: calm wind; vis 10 mi; -DZ; BKN3600 (2637 msl) 08C; 06C
- Little to no moon illumination
- Other pilot chose not to depart DNV

# The rest of the story...

- Private pilot certificate  
= 2 months prior
- No instrument rating
- 110 hours total time
- 5 hours simulated  
instrument time
  - All in different model
- 7 hours night  
experience
  - 3 with a CFI

DATE	AIRCRAFT TYPE	ROUTE OF FLIGHT		REMARKS AND ENDORSEMENTS	AIRCRAFT CATEGORY		CLASS		CONDITION OF FLIGHT	
		FROM	TO		CLASS	TYPE	DAY	TIME	TYPE	TIME
01/11/2014	CESSNA 441	ADD	FLL		1	1				
01/11/2014	CESSNA 441	GTP	BTP		1	1				
01/11/2014	CESSNA 441	BTP	PEG		1	1				
01/11/2014	CESSNA 441	PEG	BTP		1	1				
01/11/2014	CESSNA 441	BTP	BTP		1	1				
01/11/2014	CESSNA 441	BTP	BTP		1	1				
01/11/2014	CESSNA 441	BTP	FKL		1	1				
01/11/2014	CESSNA 441	FKL	FKL		1	1				
01/11/2014	CESSNA 441	BTP	BTP		1	1				
01/11/2014	CESSNA 441	BTP	PEG		1	1				
I certify that the entries in this log are true.					TOTALS THIS PAGE		TOTALS THIS PAGE		TOTALS THIS PAGE	
PILOT SIGNATURE					AIRC. FORWARDED		TOTALS TO DATE		TOTALS TO DATE	

# *PROBABLE CAUSE?*



# Probable Cause

*“The non-instrument rated pilot's improper decision to continue visual flight into instrument meteorological conditions, which resulted in spatial disorientation and subsequent in-flight collision with mountainous terrain.”*

# *WHAT CAN WE LEARN?*



# Lessons Learned

- Decision making
  - Risk Management
  - Personal minimums
  - Limitations
    - Yourself
    - Your equipment
    - The environment
  - Always have an “out”
- Proficiency/Currency
  - Maintain at least what is legal
  - Sometimes that isn't enough
- Respect the weather



# National Transportation Safety Board



# Circumstances

- Date: July 5, 2004 at 1500 EDT
- Location: Wilmot, NH
- Aircraft: Lake LA-4-200
- Pilot and his son returning from a camping trip over the holiday
- Son scheduled for a sports camp the following day at home

# Circumstances

- Intended route of flight = Saranac Lake, NY to Concord, NH
- Pre-flight weather briefing (1030)
  - Marginal conditions forecast all day; mountain obscuration; t-storms in pm
  - Pilot statements during briefing
- “I didn’t bring my charts so I’ll head to Plattsburgh” (wx VFR)

# Route of Flight

- No flight plan; no ATC comm
- Departed PBG at 1338; crossed LEB at 1440 - altitude 5,500 feet
- Gradual 200 fpm descent to 2,600 feet
- Level for 1 minute
- Mount Kearsarge summit = 2,937 feet



**Departed  
Clinton  
County  
1737**

**Climb to 5,500  
feet**

**Climb to 9,400**

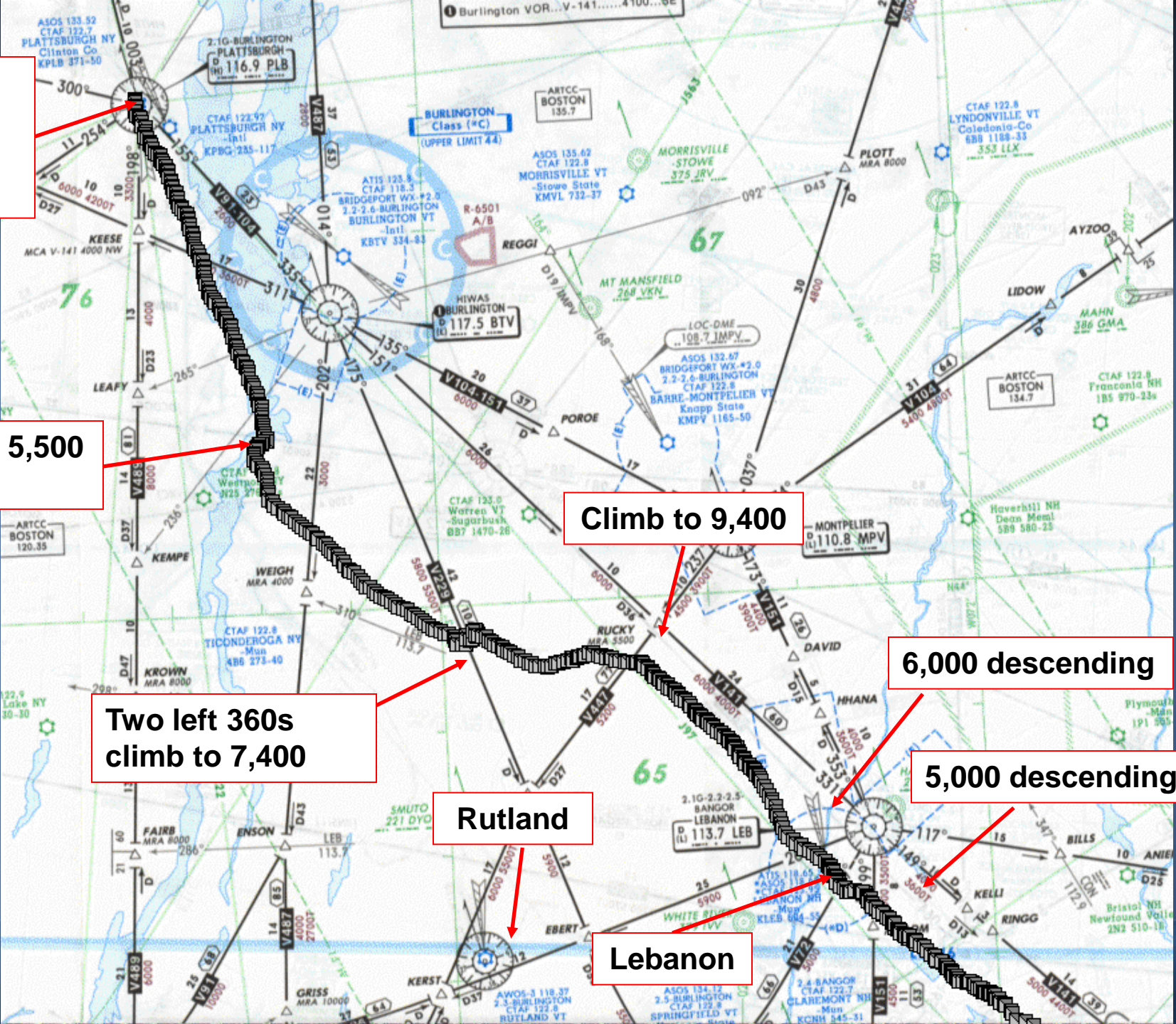
**6,000 descending**

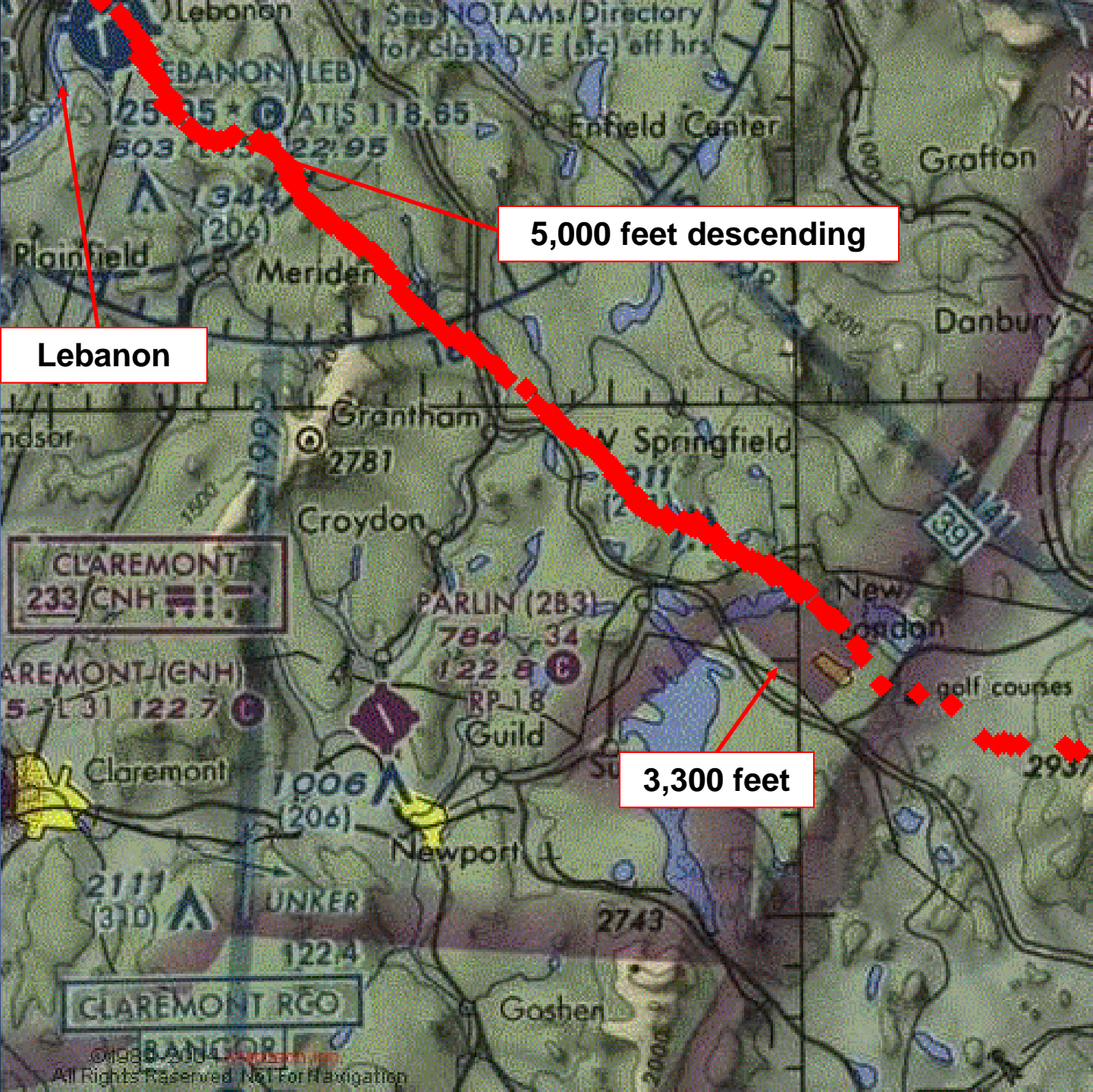
**Two left 360s  
climb to 7,400**

**5,000 descending**

**Rutland**

**Lebanon**





Lebanon

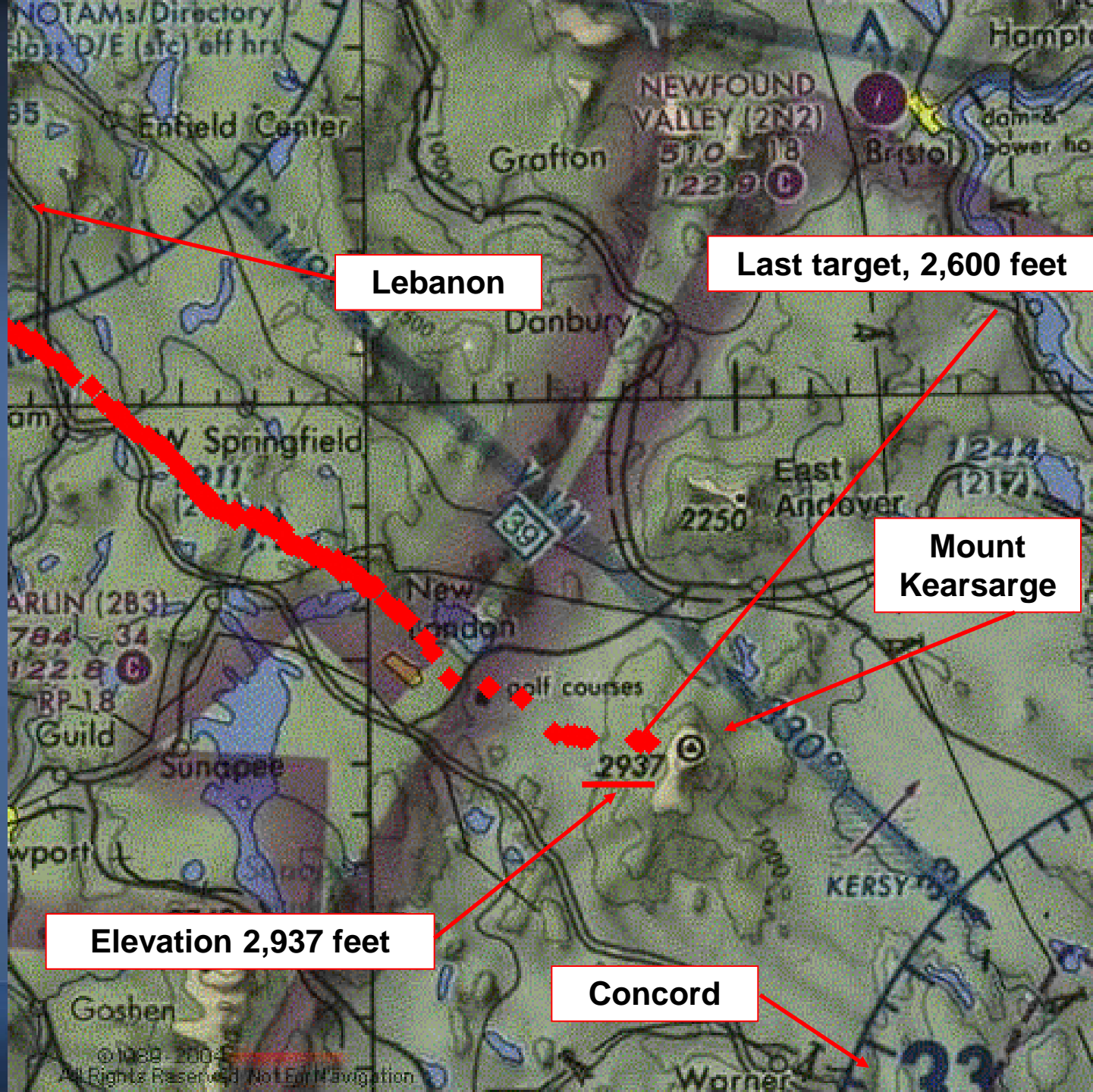
5,000 feet descending

3,300 feet

CLAREMONT  
233/CNH

CLAREMONT (GNH)  
5-1-31 122.7

CLAREMONT RCO



# On-Scene Examination

- Level impact
- Tree strikes
- Right wing in a tree
- 300 foot wreckage path
- SE heading





# Aircraft Examination



# Engine Examination



# Weather Information

- Recorded weather
  - CON: 1,400 OVC; 10SM;
  - LEB: 1,300 OVC; 10SM
- Witness statements
  - “Foggy, with low cloud ceilings”
  - Mountain obscured down to 2,000 feet

# The rest of the story...

- Pilot held an instrument rating..But...
- Issued 5 years prior to accident
- Only 4 IFR flights total (only 0.5 actual IFR time)
- Had not logged any instrument time in almost 3 years
- Total time = 479 hours



# *PROBABLE CAUSE?*



# Probable Cause

*“The pilot's continued VFR flight into IMC conditions, and his failure to maintain terrain clearance, which resulted in a controlled flight into terrain. Factors in the accident were the low cloud ceiling and the pilot's lack of recent instrument time”*

# *WHAT CAN WE LEARN?*



# Lessons Learned

- Decision making
  - Risk Management
  - Personal minimums
  - Limitations
    - Yourself
    - Your equipment
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  - Always have an “out”
- Proficiency/Currency
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# National Transportation Safety Board