



National Transportation Safety Board Aviation Accident Final Report

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|-------------------------|----------------------|-------------------------|--------------------|
| Location: | BOSTON, MA | Accident Number: | NYC84FA227 |
| Date & Time: | 06/30/1984, 0820 EDT | Registration: | N120PB |
| Aircraft: | CESSNA 402C | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 1 Fatal, 1 Serious |

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

DURING ARRIVAL, THE FLT WAS CLEARED FOR AN ILS/DME APCH TO RWY 27. WHILE ON THE APCH, THE ACFT CRASHED IN THE OCEAN ABOUT 2.7 MI EAST OF THE RWY THRESHOLD. THE PLT REPORTED THAT HE WAS MAKING THE APCH, USING INSTRUMENTS, & LANDED SHORT FOR UNKNOWN REASONS. HE RECEIVED A SERIOUS HEAD INJURY, BUT WAS RESCUED BY FISHERMEN WHO HEARD THE ACFT CRASH AND WENT TO WHERE THEY HEARD THE VOICES OF THE VICTIMS IN THE FOG. THE 0835 WX AT BOSTON WAS IN PART: PARTIAL OBSCURATION, 25,000 FT OVERCAST, 4 MI VISIBILITY WITH FOG & HAZE, WIND FROM 140 DEG AT 7 KTS. OTHER PLTS REPORTED LOW CEILINGS & A FOG BANK IN THE VICINITY OF THE CRASH SITE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - FOG
3. (F) WEATHER CONDITION - HAZE/SMOKE
4. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
5. (C) DECISION HEIGHT - NOT IDENTIFIED - PILOT IN COMMAND

Factual Information

Pilot Information

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|----------------------------------|--|--|----------------------------|
| Certificate: | Airline Transport | Age: | 41, Male |
| Airplane Rating(s): | Multi-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 05/10/1984 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 3336 hours (Total, all aircraft), 1979 hours (Pilot In Command, all aircraft), 130 hours (Last 90 days, all aircraft), 56 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|----------------------------|
| Aircraft Make: | CESSNA | Registration: | N120PB |
| Model/Series: | 402C 402C | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 402C0473 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 10 |
| Date/Type of Last Inspection: | 06/12/1984, AAIP | Certified Max Gross Wt.: | 6350 lbs |
| Time Since Last Inspection: | 43 Hours | Engines: | 2 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | TSIO-520-VB |
| Registered Owner: | PROVINCETOWN BOSTON AIRLINE | Rated Power: | 325 hp |
| Operator: | PROVINCETOWN BOSTON AIRLINE | Operating Certificate(s) Held: | Commuter Air Carrier (135) |

Meteorological Information and Flight Plan

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|----------------------------------|--------------------------------|--------------------------------------|------------------|
| Conditions at Accident Site: | Instrument Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | BOS, 20 ft msl | Distance from Accident Site: | 3 Nautical Miles |
| Observation Time: | 0820 EDT | Direction from Accident Site: | 270° |
| Lowest Cloud Condition: | Partial Obscuration / 0 ft agl | Visibility | 0 Miles |
| Lowest Ceiling: | Unknown / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 7 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 140° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 20° C / 19° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | PROVINCETOWN, MA (PVC) | Type of Flight Plan Filed: | IFR |
| Destination: | BOSTON, MA (BOS) | Type of Clearance: | IFR |
| Departure Time: | 0000 | Type of Airspace: | Class E |

Airport Information

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|----------------------|-------------------------------|---------------------------|---------|
| Airport: | GENERAL EDWARD LAWRENCE (BOS) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 20 ft | Runway Surface Condition: | Dry |
| Runway Used: | 27 | IFR Approach: | ILS |
| Runway Length/Width: | 7000 ft / 150 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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

Administrative Information

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|-----------------------------------|--|--------------|--|
| Investigator In Charge (IIC): | CHAUNCEY D TWINE, JR. | Report Date: | |
| Additional Participating Persons: | ALAN C NEMCIK; BEDFORD, MA T. F HARRIS; BEDFORD, MA DALE CARTER; BEDROD, 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 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](#).