

NTSB Case # ERA12LA532 , Accident Investigation: Mooney M20C, Registration: N557M, SIN 3175. ACTT: unknown

08/26/2012 (17:55) Aviation Safety Inspector Operation Front Line Manager Mr. Steven Trupkin initially contacted me on the phone and reported aircraft crash near East Hampton (HTO) Airport, New York. He asked me to join Aviation Safety Inspector Operation Mr. Stephen Ferrara with this aircraft accident investigation. Mr. Stephen Ferrara was waiting for me at Long Island Airport (ISP) at Suffolk Police Helicopter Hangar. I arrived at Suffolk Police Helicopter Hangar about 18:25 and met with Mr. Stephen Ferrara. The police helicopter took us to East Hampton (HTO) airport. We arrived at the (HTO) airport approximately 19:40. Detective Mr. Ryan D. Hagan of the Police Department of East Hampton drove us to the site arriving at 19:50. An aircraft crashed into a wooded area and subsequent fire totally destroyed the aircraft.

Aviation Safety Inspector Operation Mr. Stephen Ferrara and myself started gathering information about this aircraft crash. I started looking at the aircraft burned tail section, but could not ascertain anything because of the fire that had damaged all parts (including left and right wings, tail, elevators, fuselage and cockpit). Further investigation looking at the front part of fuselage, cockpit and engine did not reveal anything obvious.

This office inspector Mr. Stephen Ferrara and myself checked the aircraft registration number in FAA data base and found the aircraft Mooney M20C, registration N557M, S/N:3175, engine model O&V0-360SER, Reciprocating, Fixed wing single engine. Registered owner Mr. Steven Bochter, who was PIC for this aircraft.

Police detective Mr. Ryan D. Hogan provided us with pilot certificate number.

First response police detective Mr. Ryan Hogan stated that the plane carrying two people landed in the wooded area next to the airport and started burning. The fire was extinguished by East Hampton Fire Department One person escaped while a carrying 2nd unconscious passenger from the wreckage. They were 100 feet from the burning aircraft and both were injured. Both persons were air lifted by SCPD helicopter (Male and Female) to the Stony Brook University Hospital. One person was unconscious (female) and other person was injured but talking to the police. The site was secured by the police department

During my investigation I found the other parts of the accident aircraft, which were on the grass in the wooded area (landing gear retracted position, flap left and right full up position, elevator both side has tree branches cut through stabilizer surface, tail still attached with both elevators, all seats and cushions, control column totally burned, and other small parts broken from aircraft which were difficult to recognize).

Noted the following see below:

Aircraft struck the several trees and was sitting in between burnt trees, aircraft engine propeller did not appear to have been producing any power, one blade was bend curved aft and two blades were normal.

Aircraft was surrounded by the Suffolk Police; Aircraft wreckage secured by Suffolk PD.

08/27/2012, 07:30, Arrived at the site with Aviation Safety Inspector Operation Stephen Ferrara and met with Mr. Bruce Valentine from FAA ACO office, who was here to help with the investigation. Aviation Safety Inspector Operation Mr. Stephen Ferrara and Aviation Safety Inspector Avionics Shaukat Alvi (myself) started looking at aircraft wreckage and engine and found the following:

AIRFRAME FINDINGS:

- 1- Part of the aircraft has been consumed by post impact fire.
- 2- The wing assemblies were located on top of grass in between trees that had been destroyed by fire. Both wing spars are still attached together but burned.
- 3- Aircraft tail section and elevators still attached but separated from fuselage by post impact fire, both elevators still have tree branch cuts and were burned. horizontal stabilizer remained as an assembly but destroyed by fire. Trim tabs are present and attached, their position shows normal (flared with surface)
- 4- Rudder present and attached to horizontal stabilizer.
- 5- Aircraft fuselage and cockpit all destroyed by fire, the aircraft lays in the upright position on the grass with gear in the up position.
- 6- Main two landing gears are present and attached to wing spars in up position. The nose gear could not be seen because it is covered by the engine and cockpit debris.
- 7- Both instrument panels were completely destroyed by fire.
- 8- Both pilot and passenger seats attached but destroyed by fire.
- 9- All control surfaces with respective control linkage are present on left and right wing but damaged by post impact and fire.
- 10- All cockpit flight controls are present but consumed by post impact fire: yokes, rudder pedals, etc.
- 11- Continuity between all flight controls seems to be normal but hard to see due to post impact fire.

ENGINE FINDINGS:

- 12- Engine mount has been fractured by impact.
- 13- Aircraft engine was intact, the propeller was attached to the crankshaft and all three propeller blades remained attached to the propeller hub. The propeller spinner nose was crushed and twisted. One propeller blade was twisted in the propeller hub. One blade was curved aft. Numerous branches observed along the accident debris path with tree broken and the branches stuck in surfaces.
- 14- The throttle control and the carburetor throttle control arm and the mixture control cable could not be seen (the position) due to being under the engine cowling.
- 15- All (8) Spark Plugs were still attached and wires were attached.
- 16- Starter remained attached to the engine.
- 17- Alternator remained attached to the engine, alternator belt burnt.
- 18- Oil filter attached and safety wire attached, but the oil servicing plug was missing with the drip stick still inside the oil tank. Drip stick shows dark oil observed in the engine.
- 19- Found and confirmed, Bendix, shower of spark ignition Magneto Right *PIN* 10-163045-3, S4LN-204 and Left *PIN* 10-163005-2, S4LN-200
- 20- Aircraft main battery completely destroyed by post impact fire.
- 21- Fire wall structure badly damaged and pushed forward.

I wasn't able to note anything else under the engine due to post impact fire and engine is sitting on the ground.

08/27/2012 Interviewed Mr. Michael Norbeck- Manager FBO (Phone# [REDACTED]); he showed me the surveillance camera video capture by Airport authority; see below the timing when aircraft departed from HTO.

1- Mr. Steven Bochter and Ms. Kimberly arrived at the aircraft at 1723 hours and Mr. Bochter pulled out the nose chocks away from the aircraft. 1725 aircraft started and at 1727 aircraft taxied and stoped before approaching the center taxi line At 17:28:45 aircraft taxied out for departure :from runway 10, and at 17:3 5: 17 aircraft took off :from runway 10 and made steep left turn and disappeared in the woods.

2- After observing the video, Mr. Michael Norbeck stated he was standing outside the terminal area and watching a protester; the protesters were outside the terminal protesting about aircraft noise. Suddenly he looked at runway 1 0 and saw an aircraft that just took off in a left steep bank. At that time, he thought the pilot was trying to show off for the protester, but all of sudden he saw aircraft impact the ground and he rushed to the aircraft site. He helped two persons to escape from the aircraft, and aircraft start burning. He used his car to transfer two injured persons to the airport for airlift for hospital.

Please see the separate reports from Aviation Safety Inspector Operation Mr. Stephen Ferrara, we interviewed, PIC Mr. Steven Robert Bochter certificate # [REDACTED] in the Stony Brook Hospital dated 08/27/2012 and also passenger Ms. Kimberly Broiler.

Aircraft flight log and maintenance record were requested :from PIC Mr. Bochter, he stated he has all the aircraft maintenance record in Taunton, MA (TAN) with American

Aero Services, 3 Westcoat Drive East Taunton, MA 02718, phone# (508) 824-5681 Mr. Micheal R. Dupont, he does all the maintenance on his aircraft.

Shaukat M. Alvi
Aviation Flight Safety Inspector
Flight Standards District Office
FAA Farmingdale FSD0-11
7150 Republic Airport Suite 235
Farmingdale, New York 11735-1583
(631) 755-1300 Ext 256
Fax (631) 694-5516
Shaukat.Alvi@F AA.GOV