National Transportation Safety Board PRELIMINARY REPORT AVIATION		N⁻	NTSB ID: ERA16FA044				Most Critical Injury: Fatal					
		0,	Occurrence Date: 11/19/2015				Investigated By: NTSB					
		0	ccurrence Type	e: Accic	lent	I	- 0	<i>.</i>				
Location/Time												
		State	Zip Code		Local Time		Time Zone					
North Salem		NY	10560		1545		EST					
Aircraft Information												
Registration Number	Aircraft Manu	facturer				Model/Series N	umbe	Pr				
N9318Q	BEECH					F33A						
Type of Aircraft: Airplane			Amateur Built Aircraft? No									
Injury Summary:	Fatal	2	Serious Minor			linor	None					
Revenue Sightseeing Flight	:: No		Air Med	lical Tr	ansport Fligh	nt: No						
Narrative												
Narrative Brefnarative statement of facts, conduous and circumstances periment to the accident/indefact. **** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. *** On November 19, 2015, about 1545 eastern standard time, a Beech F33A, N9318Q, impacted the Titicus Reservoir near North Salem, New York, while executing a non-precision instrument approach into the Danbury Municipal Airport (DXR), Danbury, Connecticut. The private pilot and the passenger were fatally injured. The airplane came to rest in about 60 feet of water and sustained damage to the flight control surfaces and fuselage. The airplane was registered to the pilot and operated as a 14 Code of Federal Regulations Part 91 personal flight. Instrument flight rules were reported at the airport at the time of the accident. The flight originated at the Mid-Ohio Valley Regional Airport (PKB), Parkersburg, West Virginia, about 1325. A preliminary review of air traffic control (ATC) communications revealed the pilot was vectored to and cleared for the LOC RWY 8 approach. The pilot acknowledged the clearance. As the controller was preparing to terminate radar services and transfer communications, he noticed the airplane was in a descending right turn away from the airport. The airplane descended to an altitude of 1,500 feet before it began a climb to 2,400 feet on a westerly heading. The airplane then disappeared off radar. An initial search for the airport at 1353, was wind from 140 degrees at 6 knots, visibility 1.25-mile, light rain, mist, overcast ceiling 900 feet, temperature 14 degrees, dewpoint 12 degrees, and a barometric pressure setting 30.09 in Hg, with remarks that the ceiling was variable between 600 and 1,200 feet. The pilot held a private pilot certificate for airplane single-engine land, instrument airplane. His last Federal												
water. Updated on Nov 23 2015 4:00PM												

PRELIMINARY INFORMATION - SUBJECT TO CHANGE

National Transportation Safety Board		NTSB ID: ERA16FA044											
PRELIMINARY REPORT		Occurrence Date: 11/19/2015											
AVIATION ETYBON		Occurrence Type: Accident											
Other A	Aircraft Involved												
Registrati	on Number	Aircraft Manufacture	r			Model/Series Number							
Accident Information													
Aircraft D	Damage: Destroyed	dent C	Occurred Duri	ng: App	proach-IFF	R final ap	proach						
Crew	N	ame				Certificate No.			Injury				
Pilot	On File				0	On File			Fatal				
2													
3													
4													
5													
6													
<u> </u>	or Information												
Name Operator Designator Code Doing Business As HORSA VAL G													
Street Address City SO						/ UTH SALEM						Code 59020	
-Type of	Certificate(s) Held: Nor	ne											
Air Carri	er Operating Certificate(s):											
Operating Certificate:				Operator Certificate:									
Regulation Flight Conducted Under: Part 91: General Aviation													
Type of F	light Operations Conduc	ted: Personal											
Flight F	Plan/Itinerary												
Type of Flight Plan Filed: IFR													
Last Departure Point						State	Airport	t Identifier					
PARKERSBURG						WV	PKB						
Destination						State	Airport	t Identifier					
DANBURY						СТ	DXR						
Weathe	er Information												
Investigator's Source: Weather Observation Facility						Facility ID: DXR Observation Time (Local): 15				553			
Sky/Lowest Cloud Condition:						Ft.	Ft. AGL						
Lowest Ceiling: Overcast 900 Ft. AGL					V	Visibility: 1.25 SM Altimeter: 30.			30.09	}	"Hg		
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National Transportation Safety Board PRELIMINARY REPORT AVIATION			NTSB ID: ERA16FA044						
			Occurrence Date: 11/19/2015						
			currence Ty	/pe: Accident					
Weather Information	(Continued from page 2)								
Temperature: 14 °C	Dew Point: 1	12 °C Wind Direction: 140							
Wind Speed: 6 Kts	5 Kts. Gusts: Kts. Weather Conditions at Accident Site					men	t Conditions		
Administration Data									
Notification From FAA Eastern Region ROC	Notification From Date								
FAA District Office/Coordinator FAA/FSDO Thomas McDougal				Investigator-In-Charge (Leah D. Yeager	(IIC)				

PRELIMINARY INFORMATION - SUBJECT TO CHANGE