



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, DC 20594

April 5, 2013

AIR TRAFFIC CONTROL SPECIALIST'S REPORT

CEN13FA085

A. AIRCRAFT ACCIDENT

Location: Greensburg, Indiana
Date: December 2, 2012
Time: 1819 eastern standard time (EST)¹
Aircraft: N92315, a PA-46-350P

B. SUMMARY

On December 2, 2012, about 1819 eastern standard time (EST), a Piper PA-46-350P, N92315, collided with the terrain while performing the RNAV (GPS) Rwy 36 approach to the Greensburg Municipal Airport (I34), Greensburg, IN. The instrument rated private pilot and three passengers were fatally injured. The airplane was registered to an individual, and operated under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Instrument meteorological conditions (IMC) existed at the time of the accident, which was operated on an instrument flight rules (IFR) flight plan. The flight originated at Destin-Fort Walton Beach Airport (DTS), Destin, Florida, at 1416 central standard time (CST).

There was no weather reporting capability at the destination airport, I34. At 1750, an automated aviation routine weather report (METAR) at the Columbus Municipal Airport (BAK),

¹ All times are expressed in eastern standard time (EST) unless otherwise noted

Columbus, Indiana, located 18 nautical miles west of I34, reported winds 170 degrees at 6 knots, visibility 1 ½ statute miles in mist, sky overcast at 300 feet, temperature 14 degrees Celsius, dew point 14 degrees Celsius, altimeter setting 30.07 inches of mercury.

C. DETAILS OF THE INVESTIGATION

The information provided in this report was compiled using the following resources: Federal Aviation Administration (FAA) radar data from the Indianapolis, Indiana, Air Route Surveillance Radar (ARSR), located at 39.74602N, -86.28464W, and from the Indianapolis Airport Surveillance Radar (ASR) located at 39.70243N, -86.2888W; air traffic control (ATC) audio recordings from the Indianapolis Air Route Traffic Control Center (ZID) and the Indianapolis Terminal Radar Approach Control (TRACON), and related Federal Aviation Administration (FAA) post- accident/incident data.

1.0 HISTORY OF FLIGHT

The pilot of N92315 was en-route between his departure airport, DTS, and his destination airport, I34, on December 2, 2012. At 1730, N92315 was level at flight level (FL) 210 on a mode 3 transponder code of 3225. There had been no difficulties or anomalies reported by the pilot or by air traffic control. En-route air traffic control services were provided by ZID. (See figure 1)

At 1748, N92315 requested a lower altitude and was directed to descend and maintain 14,000 feet. Four minutes later, N92315 requested a GPS Rwy 36 approach at I34 and was advised to stand by.

An ATC position relief took place at 1753. The oncoming controller was briefed that N92315 had requested a GPS Rwy 36 approach at I34 and was awaiting his clearance.

As the aircraft was approaching 14,000 feet, the pilot requested to continue his descent and was directed to descend and maintain 11,000 feet.

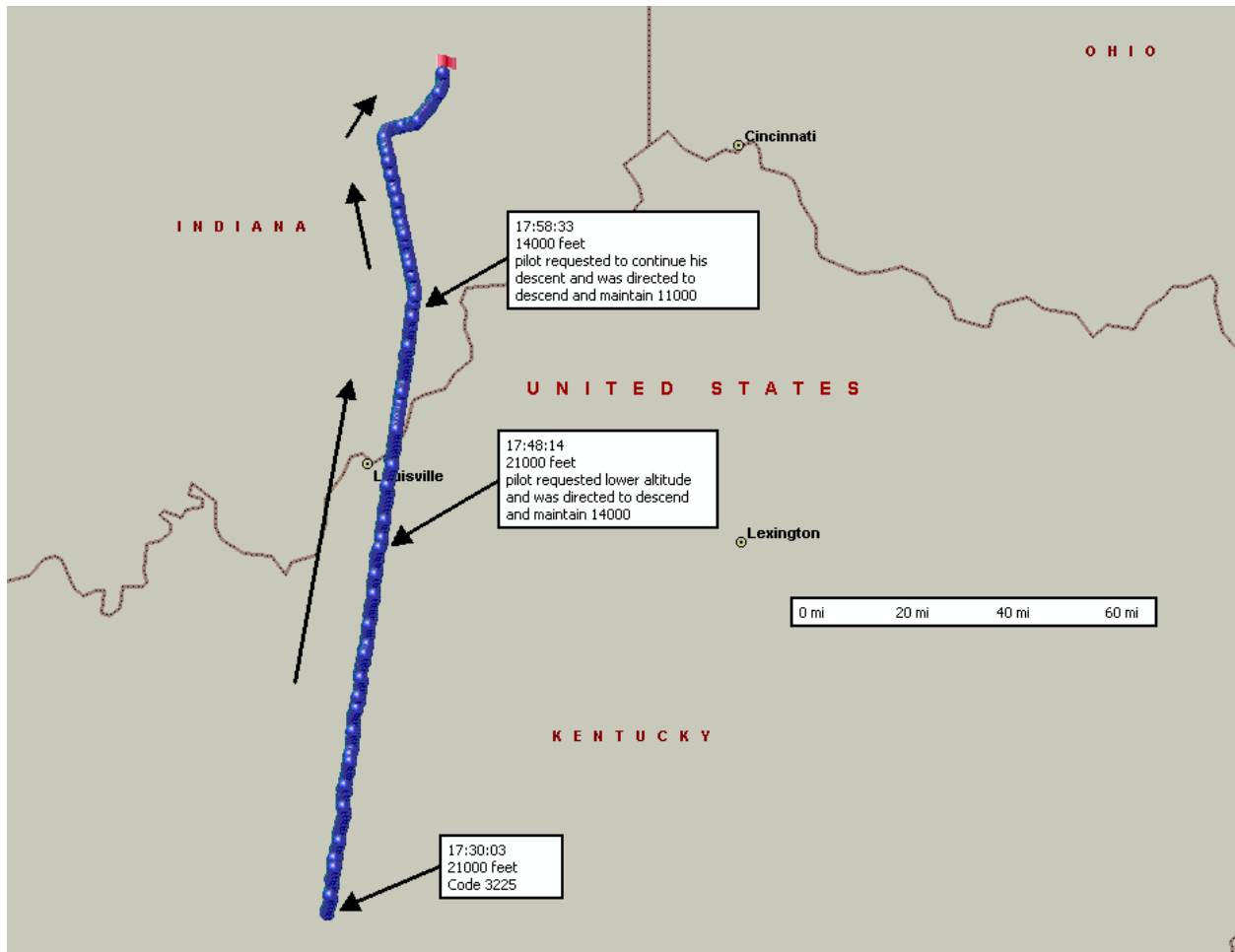


Figure 1 – Radar flight track of N92315 indicated by blue dots. Direction of flight is indicated by unassociated black arrows. Accident site is indicated by a red flag. Radar data source was the Indianapolis ARSR.

At 1759, N92315 reiterated his request for a GPS Rwy 36 approach to I34 and specified that he wanted to proceed via the PULIC low altitude reporting point. The PULIC airspace fix was also the initial approach fix (IAF) for the RNAV GPS Rwy 36 approach to I34. ATC cleared N92315 to proceed direct PULIC direct destination. (See figure 2)

GREENSBURG, INDIANA

AL-6719 (FAA)

RNAV (GPS) RWY 36
GREENSBURG MUNI (I34)

APP CRS	Rwy Idg	3333
014°	TDZE	912
	Apt Elev	912

▽ Use Columbus Muni altimeter setting; if not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet.
△ NA

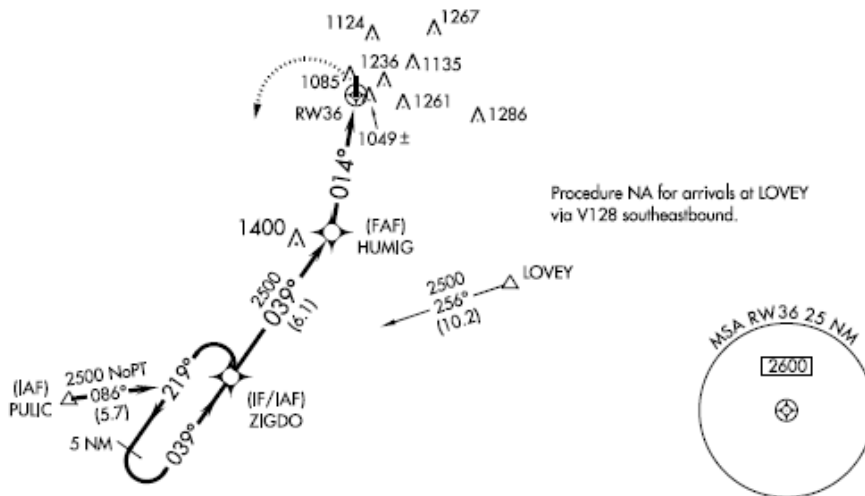
MISSED APPROACH: Climbing left turn to 2500 direct ZIGDO and hold.

COLUMBUS MUNI AWOS-3
119.75

INDIANAPOLIS APP CON
127.15

CTAF **0**
122.9

EC-2, 13 DEC 2012 to 10 JAN 2013



EC-2, 13 DEC 2012 to 10 JAN 2013

ELEV 912		TDZE 912		
<p>5 NM Holding Pattern</p> <p>VGSI and descent angles not coincident (VGSI angle 2.80/TCH 22).</p> <p>2500 ZIGDO</p> <p>2500 HUMIG</p> <p>3.02° TCH 40</p> <p>6.1 NM</p> <p>4.9 NM</p>				
CATEGORY	A	B	C	D
LNAV MDA	1560-1	648 (700-1)	1560-1¾ 648 (700-1¾)	NA
CIRCLING	1680-1 768 (800-1)	1680-1¼ 768 (800-1¼)	1680-2¼ 768 (800-2¼)	NA

GREENSBURG, INDIANA
Orig-A 12320

39°20'N - 85°31'W

GREENSBURG MUNI (I34)
RNAV (GPS) RWY 36

Figure 2 – RNAV (GPS) RWY 36 Approach Procedure to I34

At 1800, ATC directed N92315 to descend and maintain 5000 feet and, after coordinating the pilots request with Indianapolis Approach, directed N92315 to contact Indianapolis Approach at 1806. N92315 checked in with Indianapolis Approach at 7000 feet descending to 5000 feet. Indianapolis Approach directed N92315 to cross the PULIC initial approach fix at 3000 feet and issued a clearance for the RNAV GPS Rwy 36 approach at I34. The approach controller asked the pilot to verify that he had the weather. N92315 responded that he had the weather and acknowledged the clearance. At 1810, N92315 was directed to report cancellation of IFR airborne on frequency or on the ground through flight service after landing and was approved to change to advisory frequency. N92315 acknowledged. There were no further communications between ATC and N92315. (See figure 3)

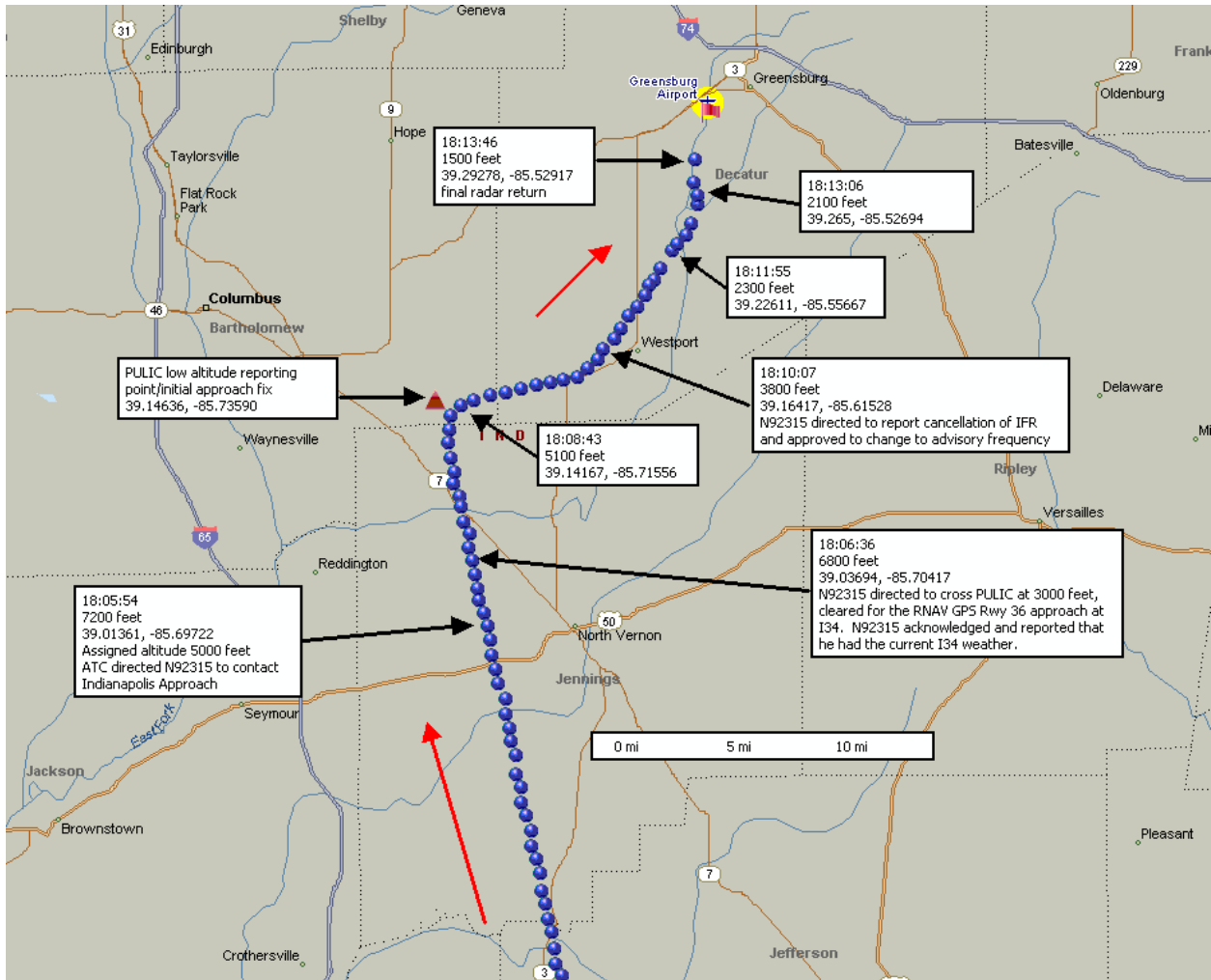


Figure 3 – Radar flight track of N92315 indicated by blue dots. Direction of flight is indicated by red arrows. The accident site is indicated by a yellow highlighted red flag.

2.0 Air Traffic Control

N92315 did not cancel his IFR flight plan. At 1820 Indianapolis Approach coordinated the issuance of an Alert Notice (ALNOT)² regarding N92315 being overdue. Indianapolis Approach initiated the facility accident/incident notification, FAA Form 8020-3, at 1830 with the first calls made to I34 airport emergency dispatch and the Greensburg police department. The ALNOT was issued by Indianapolis ARTCC at 1936. At 2330, Indianapolis Approach was advised that the accident site of N92315 had been located 1.5 nautical miles south of I34.

Dan Bartlett
Senior Transportation Safety Specialist
AS-30

² ALNOT - ALERT NOTICE- A request originated by a flight service station (FSS) or an air route traffic control center (ARTCC) for an extensive communication search for overdue, unreported, or missing aircraft.