## NATIONAL TRANSPORTATION SAFETY BOARD Office of Aviation Safety Washington, DC 20594

### June 3, 2009

## ATC GROUP CHAIRMAN'S FACTUAL REPORT

#### **CEN09FA099**

### A. AIRCRAFT ACCIDENT

Location: North Canton, Ohio

Date: December 19, 2008

Time: 1754 Eastern Standard Time / 2254 Coordinated Universal Time

Aircraft: N9299N, Piper PA32R-301T

### B. AIR TRAFFIC CONTROL INVESTIGATOR

Mr. Scott J. Dunham National Transportation Safety Board Washington, D.C.

## C. SUMMARY

On December 19, 2008, about 1753, a Piper PA-32R-301T, N9299N, received substantial damage on impact with terrain during a precision approach to runway 23. A post crash fire then ensued. The airplane impacted the front lawn of a vacant house about two miles east-northeast from Akron-Canton Regional Airport (CAK), Akron, Ohio. Night instrument meteorological conditions prevailed at the time of the accident. The pilot was fatally injured and there were no ground injuries.

The flight departed from College Park Airport (CGS) College Park, Maryland, about 1531 and was returning to CAK at the time of the accident. The pilot held a private pilot certificate with single-engine land and instrument airplane ratings. The pilot reported a total flight time of 510 hours at the issuance of his last medical certificate dated October 19, 2007. The CAK weather observations for the following times were:

At 1735: wind - 280 degrees at 9 knots; visibility - 10 statute miles; sky condition broken 700 feet above ground level (agl), overcast 1,400 feet agl; temperature 1 degree Celsius (C); dew point - -1 degree C; altimeter 29.77 inches of mercury. At 1751: wind -300 degrees at 11 knots; visibility - 9 statute miles; sky condition - broken 500 feet agl, overcast 1,000 feet agl; temperature 1 degree C; dew point - -1 degree C; altimeter 29.78 inches of mercury 1809: wind - 300 degrees at 10 knots; visibility 2 1/2 miles, mist; sky condition - overcast 400 feet agl, overcast 1,000 feet agl; temperature 1 degree C; dew point - -1 degree C; altimeter 29.78 inches of mercury

# D. DETAILS OF THE INVESTIGATION

The air traffic control aspects of this accident were investigated via information collected from the Federal Aviation Administration (FAA) and a review of recorded radio and radar data. There was no on-scene air traffic control investigation.

# 1. History of Flight

According to FAA event summaries, N9299N departed from the College Park, Maryland, airport about 1531 and was in contact with Potomac Terminal Radar Approach Control (TRACON) for the initial part of the flight. N9299N was subsequently handled by Washington Air Route Traffic Control Center (ARTCC), Cleveland ARTCC, and Pittsburgh TRACON before being handed off to Akron-Canton TRACON. The flight appeared to be uneventful, except that at 1642, in response to a Cleveland ARTCC request for flight conditions, the pilot reported encountering "moderate chop."

The pilot contacted the Akron-Canton approach controller at 1727, reporting level at 6000 feet with automatic terminal information service (ATIS) "Alpha". The controller advised the pilot to expect the ILS approach to runway 23 and issued the Akron altimeter, 29.76. At 1736, the controller instructed the pilot to fly heading 340 for radar vectors to the ILS 23 final approach course. The pilot acknowledged. At 1742, the controller instructed the pilot to descend and maintain 3200 feet. The pilot acknowledged the clearance, and asked if there were any pilot reports of icing below 6000 feet in the area. The controller responded that there were no reports of icing, but asked the pilot to advise if he encountered any. At 1749, the controller cleared the pilot for the ILS approach, instructed him to fly heading 250 to intercept the localizer, and to maintain 3200 feet until established. The pilot correctly read back the clearance. At 1751 pilot was told to contact Akron-Canton tower on 118.3.

The pilot contacted the tower at 1751, and was cleared to land on runway 23. The controller also advised the pilot that he was left of the localizer, and the pilot responded that he was correcting. At 1752:31, the tower controller transmitted, "... you're still well to the left of the localizer, sir. Would you like to go back around for the approach?" The pilot replied, "...nine nine november we'd like to correct." The tower controller responded, "roger... two and a half miles from the field cleared to land runway 23 for november nine november." The pilot acknowledged. At 1753:02, the pilot of N9299N transmitted, "... uh can we do a 360 and uh reestablish ourselves?" The controller responded that he was unable to approve the request, and instructed the pilot to climb and maintain 3000 feet. The controller asked the pilot for his present heading, and the pilot responded that he was heading "due north and climbing." The controller replied, "... no delay in the climb, climb and maintain 3000." The pilot did not respond. At 1753:47, the controller transmitted, "november 9299 november did you copy?" At 1753:50, the pilot transmitted, "nine nine november 4299 november did you copy?" At

[expletive]." The controller responded, "November nine nine november maintain altitude the airport is two miles west of you." The pilot did not respond. There was no further contact with the aircraft.

At 1755:30, the airport rescue and firefighting (ARFF) lead contacted the tower via radio and was advised by the controller that the aircraft had gone down two miles east of the airport. The controller also advised the ARFF lead that the aircraft was a PA32 with unknown fuel and unknown people on board. The ARFF units remained on standby at the airport until 1801, when they requested to return to the station. The emergency response was handled by non-airport fire departments.

## 2. Radar Data

Radar data for this accident was obtained from the Akron-Canton ASR-11, located at N40-55-00.63 / W081-27-09.76. Figure 1 shows an overview of the ILS approach with the tracks of FLX900, the aircraft that preceded N9299N on the approach, and ASQ5222, the next aircraft to fly the approach after the accident. Figure 2 shows the track of N9299N along with five other arrival flights both before and after the accident. Figure 3 is a profile view of the flight paths of FLX900, N9299N, and ASQ5222. N9299N was above the glidepath of the other two aircraft throughout the approach.



Figure 1 – ILS 23 plan view: FLX900 (pink), N9299N (red), and ASQ5222 (blue)



Figure 2 – N9299N track with preceding and trailing ILS arrival flights.



Figure 3 – Profile view of N9299N ILS 23 approach. ILS glideslope is yellow, N9299N is red, ASQ5222 and FLX900 are pink and green.

# 3. Controller Statements

Written controller statements were provided after the accident and are attached to this report.

Scott Dunham ATC Investigator AS-30

DEPARTMENT OF TR	ANSPORTATION ADMINISTRATION	Akron-Canton ATC	Y: 2. RE T	CAK-ATCT-0101				
PERSONNEL STATEMENT		3. AIRCRAFT IDENTIFICATION AND TYPE: N9299N, P32B						
LOCATION OF ACCIDENT/INCIDENT:	CIDENT/INCIDENT: 5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):			6. EQUIPMENT ATTACHMENT:				
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PERSONNEL STATEMENT			3. AIRCRAFT IDENTIFICATION AND TYPE: N9299N, P32R					
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