



# Aviation Investigation Factual Report

<b>Location:</b>	PHILADELPHIA, Pennsylvania	<b>Accident Number:</b>	NYC96LA071
<b>Date &amp; Time:</b>	March 7, 1996, 18:36 Local	<b>Registration:</b>	N6625P
<b>Aircraft:</b>	Beech C24R	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Factual Information

On March 7, 1996, at 1836 eastern standard time, a Beech C24R, N6625P, made a forced landing in a residential area of Philadelphia, Pennsylvania. The airplane was destroyed, and the commercial pilot received serious injuries. Instrument meteorological conditions prevailed, and the business flight which had departed Frederick, Maryland, about 1735, was operated on an Instrument Flight Rules (IFR) flight plan under 14 CFR Part 91.

The pilot received a pre-flight weather briefing via telephone at 1604. A recording of the briefing revealed that the pilot was given flight precautions for occasional moderate mixed and rime icing, below FL 190 (19,000 feet), and isolated severe mixed and clear icing below 10,000 feet. In addition, the ceilings were reported as less and 1,000 feet along his route of flight and visibilities from one to three miles with rain, snow, and fog. The pilot then filed an IFR flight plan. The pilot reported airborne at 1735, and initially climbed to 5,000 feet.

In the NTSB Accident Report, the pilot stated:

"...At 5000 ft I expected to be above the freezing level due to temp inversion. This was the case until I reached the PHL area. I then encountered light mixed icing on leading edges...I decided to land at PNE. Subsequently my manifold pressure dropped to 21 inches and I began to lose altitude...Although I expected to receive an increase in manifold pressure on my descent, none occurred. At about 2000 feet I felt that I could not make the field and declared a MAYDAY. I was maintaining 95 kts. There were no suitable emergency landing sites...."

The airplane struck the roof of a row house, about 3.3 nautical miles from the approach end of runway 6, and then descended to the street below where it struck an unoccupied, parked vehicle.

The 1750 observation at Northeast Philadelphia Airport included a measured ceiling of 800 feet broken, visibility of 1 1/2 miles with light freezing drizzle, and fog, temperature 31 degrees Fahrenheit, and dewpoint 29 degrees Fahrenheit.

The airplane and engine were examined under the supervision of the Federal Aviation Administration (FAA) airworthiness inspector. No evidence of a mechanical failure was found. The engine was placed in a test cell and during the engine run, was found to be rich, but would still develop takeoff power.

The Pilot's Operating Handbook contained the following under the Limitations Section, "FLIGHT IN KNOWN ICING CONDITIONS IS PROHIBITED." The only ice control item on the airplane was a heated pitot (airspeed) tube.

When asked why he had flown in the weather, the pilot reported that he had received a second weather briefing just prior to departure with improving weather. A check of FAA records failed to find a record of the briefing. The pilot also reported that he had flown in similar conditions with no problems in the past.

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 7, 1995
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2813 hours (Total, all aircraft), 1782 hours (Total, this make and model), 2523 hours (Pilot In Command, all aircraft), 56 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N6625P
<b>Model/Series:</b>	C24R C24R	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	MC678
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 1, 1995 Annual	<b>Certified Max Gross Wt.:</b>	2750 lbs
<b>Time Since Last Inspection:</b>	145 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2987 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IO-360-A1B6
<b>Registered Owner:</b>	ATTITUDE AIRWAYS	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	ROBERT W. SCHMELZER	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	ATTITUDE AIRWAYS CORP.	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>	PNE ,121 ft msl	<b>Distance from Accident Site:</b>	5 Nautical Miles
<b>Observation Time:</b>	17:50 Local	<b>Direction from Accident Site:</b>	60°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	1.5 miles
<b>Lowest Ceiling:</b>	Broken / 800 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	2 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	290°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	-1°C / -2°C
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>	FREDERICK (FDK )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	TETERBORO (TEB )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	18:00 Local	<b>Type of Airspace:</b>	Class B

## Airport Information

<b>Airport:</b>	NORTHEAST PHILADELPHIA	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	121 ft msl	<b>Runway Surface Condition:</b>	Ice
<b>Runway Used:</b>	6	<b>IFR Approach:</b>	VOR/DME
<b>Runway Length/Width:</b>	7000 ft / 150 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	40.040641,-75.070205(est)

## Administrative Information

**Investigator In Charge (IIC):** Hancock, Robert

**Additional Participating Persons:** THOMAS KERR; PHILADELPHIA , PA  
TOM CAMPAGMPLA; WICHITA , KS  
DAN FLETCHER; WILLIAMSPORT , PA

**Report Date:** September 15, 1996

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=39156>

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