



Aviation Investigation Final Report

Location:	GEORGETOWN, Delaware	Accident Number:	BF092FA125
Date & Time:	September 5, 1992, 12:37 Local	Registration:	N3647T
Aircraft:	PIPER PA-60-602P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING A VOR RUNWAY 22 APPROACH, THE INSTRUMENT RATED PILOT SIGHTED THE RUNWAY AND CANCELLED HIS IFR FLIGHT PLAN. AS HE WAS CIRCLING TO LAND, THE AIRPLANE STALLED AND COLLIDED WITH TERRAIN. WITNESSES STATED THAT THE AIRPLANE MADE A STEEP LEFT BANKING TURN ABOUT 250 FEET ABOVE THE GROUND. ACCORDING TO WITNESSES, UPON ROLL OUT OF THE TURN, THE AIRPLANE'S WINGS ROCKED BACK AND FORTH, THE NOSE AND RIGHT WING DROPPED BELOW THE HORIZON, AND THE AIRPLANE FELL TO THE GROUND. INSTRUMENT METEOROLOGICAL CONDITIONS EXISTED AT THE TIME OF THE ACCIDENT AND WITNESSES STATED THAT THE CEILING WAS ABOUT 400 TO 500 FEET ABOVE THE GROUND. WEATHER FACILITIES IN THE AREA WERE FORECASTING ABOUT 1,000 FOOT CEILINGS THROUGHOUT THE AREA.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN AIRSPEED, WHILE CIRCLING TO LAND, RESULTING IN AN INADVERTENT STALL. FACTORS RELATED TO THE ACCIDENT WERE: THE PILOT'S EXCESSIVE MANEUVERING OF THE AIRPLANE AND HIS INSUFFICIENT ALTITUDE FOR RECOVERY FROM THE STALL.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - CIRCLING (IFR)

Findings

1. WEATHER CONDITION - LOW CEILING
2. (F) MANEUVER - EXCESSIVE - PILOT IN COMMAND
3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. (F) ALTITUDE - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 22, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	878 hours (Total, all aircraft), 104 hours (Total, this make and model), 769 hours (Pilot In Command, all aircraft), 88 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3647T
Model/Series:	PA-60-602P PA-60-602P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	165005
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 1, 1992 Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	106 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	1890 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-AA1A5
Registered Owner:	POTOMAC IMAGING ASSOCIATES	Rated Power:	290 Horsepower
Operator:	CLIFFORD J. TURNER	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	DOV ,120 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	11:55 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 500 ft AGL	Visibility	4 miles
Lowest Ceiling:	Broken / 1000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 22°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	COLUMBUS , OH (OSU)	Type of Flight Plan Filed:	IFR
Destination:	(GED)	Type of Clearance:	IFR
Departure Time:	10:37 Local	Type of Airspace:	Class E

Airport Information

Airport:	SUSSEX COUNTY GED	Runway Surface Type:	Asphalt
Airport Elevation:	51 ft msl	Runway Surface Condition:	
Runway Used:	22	IFR Approach:	VOR/DME
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	3 Fatal	Latitude, Longitude:	38.689426,-75.379859(est)

Administrative Information

Investigator In Charge (IIC):	Napolitan, Margaret
Additional Participating Persons:	JEFF WIEAND; PHILADELPHIA , PA JAMES BROWN; WILLIAMSPORT , PA
Original Publish Date:	September 29, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=11731

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).