



# Aviation Investigation Final Report

<b>Location:</b>	DOYLESTOWN, Pennsylvania	<b>Accident Number:</b>	BF092LA041
<b>Date &amp; Time:</b>	March 16, 1992, 13:30 Local	<b>Registration:</b>	N872RJ
<b>Aircraft:</b>	PIPER PA-46-350P	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

DURING TOUCHDOWN ON RUNWAY 23 AT DOYLESTOWN AIRPORT, DOYLESTOWN, PENNSYLVANIA, THE AIRPLANE ENCOUNTERED A TURBULENT GUST OF WIND AND THE RIGHT WING ROSE ABRUPTLY. THE PILOT STATED THAT EVEN THOUGH HE INPUT FULL AILERON AND ALMOST FULL RUDDER, THE AIRPLANE VEERED OFF THE LEFT OF THE RUNWAY AND IMPACTED A WIND SOCK POLE AND WIND TEE. THERE WAS NO REPORTED AIRFRAME OR ENGINE MALFUNCTION PRIOR TO HITTING THE WIND SOCK POLE. THE PILOT WAS NOT INJURED, BUT THE AIRPLANE WAS SUBSTANTIALLY DAMAGED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL DURING TOUCHDOWN, WHICH RESULTED IN AN INADVERTENT GROUND SWERVE. A FACTOR RELATED TO THE ACCIDENT WAS THE GUSTY CROSSWIND CONDITION.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

4. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

5. OBJECT - POLE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	October 25, 1991
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1149 hours (Total, all aircraft), 408 hours (Total, this make and model), 971 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N872RJ
<b>Model/Series:</b>	PA-46-350P PA-46-350P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	4622028
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	June 13, 1992 Annual	<b>Certified Max Gross Wt.:</b>	4318 lbs
<b>Time Since Last Inspection:</b>	84 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	464 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TIO-540-AE2A
<b>Registered Owner:</b>	GULL LEASING INCORPORATED	<b>Rated Power:</b>	350 Horsepower
<b>Operator:</b>	RAYMOND J. CAWLEY	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ABE ,1 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	13:51 Local	<b>Direction from Accident Site:</b>	1°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	30 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	16 knots / 20 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	0°C / -16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	CHARLESTON (CHS )	<b>Type of Flight Plan Filed:</b>	VFR/IFR
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR;IFR
<b>Departure Time:</b>	10:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	DOYLESTOWN AIRPORT N88	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	394 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	23	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	3004 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<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 None	<b>Latitude, Longitude:</b>	40.310626,-75.120536(est)

## Administrative Information

**Investigator In Charge (IIC):** Napolitan, Margaret

**Additional Participating Persons:** M. PLANTS; ALLENTOWN , PA

**Original Publish Date:** August 13, 1993

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=11772>

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