



Aviation Investigation Final Report

Location:	COLUMBUS, Ohio	Accident Number:	CHI88FA249
Date & Time:	September 30, 1988, 21:24 Local	Registration:	N14HR
Aircraft:	PIPER PA-60-601P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation		

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AERODYNAMICALLY STALLED LIFTING SURFACE CAUSING AN UNCOMMANDED PITCH OVER AT AN ALTITUDE TOO LOW TO AFFECT A RECOVERY.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	41, 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 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	November 17, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1802 hours (Total, all aircraft), 1315 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N14HR
Model/Series:	PA-60-601P PA-60-601P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	61P-0479-193
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	September 22, 1988 Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	4 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3075 Hrs	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	IO-540-51A5
Registered Owner:	ROBERT HOLLBERT	Rated Power:	290 Horsepower
Operator:	ROBERT HOLBERT	Operating Certificate(s) Held:	None
Operator Does Business As:	EXECUTIVE AIRCRAFT LEASING	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	OSU ,905 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	21:24 Local	Direction from Accident Site:	240°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	COLUMBUS , OH (OSU)	Type of Flight Plan Filed:	IFR
Destination:	DOYLESTOWN , PA (N88)	Type of Clearance:	IFR
Departure Time:	21:24 Local	Type of Airspace:	Class D

Airport Information

Airport:	OHIO STATE UNIVERSITY	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	9R	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Bruce, William
Additional Participating Persons:	W R MOREU; VERO BEACH , FL GREGORY ERIKSON; WILLIAMSPORT , PA ARMANDE J DEMONTIGNY;
Original Publish Date:	June 25, 1990
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=13976

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).