



Aviation Investigation Final Report

Location:	TALLAHASSEE, Florida	Incident Number:	MIA90IA072
Date & Time:	February 19, 1990, 02:28 Local	Registration:	N7574Y
Aircraft:	PIPER PA-30	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

AFTER EXECUTING A MISSED APPROACH THE PILOT ATTEMPTED A SECOND APPROACH. DURING THE SECOND APPROACH THE PILOT BECAME FIXATED ON THE INSTRUMENTS ALLOWING HIM TO SINK BELOW THE GUIDE PATH AND NOT PROVIDING AMPLE TIME TO RECOVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: PROPER GLIDEPATH NOT MAINTAINED.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	59, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 12, 1989
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	23800 hours (Total, all aircraft), 400 hours (Total, this make and model), 21600 hours (Pilot In Command, all aircraft), 290 hours (Last 90 days, all aircraft), 90 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7574Y
Model/Series:	PA-30 PA-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30-640
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	January 22, 1990 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	61 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	5424 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-320-B1A
Registered Owner:	R.D. MCSWIGGAN	Rated Power:	160 Horsepower
Operator:	ACADEMY AIRLINES	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	ACD

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	TLH ,81 ft msl	Distance from Accident Site:	
Observation Time:	02:32 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	1 miles
Lowest Ceiling:	100 ft AGL	Visibility (RVR):	2200 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16°C / 16°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	ATLANTA , GA (ATL)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	00:26 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	TALLAHASSEE TLH	Runway Surface Type:	Asphalt
Airport Elevation:	81 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	Localizer only
Runway Length/Width:	6065 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Meyer, Ronald

Additional Participating Persons:

Original Publish Date: December 30, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=32579>

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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](#).