



Aviation Investigation Final Report

Location:	RANCOCAS, New Jersey	Accident Number:	NYC91LA083
Date & Time:	March 7, 1991, 07:01 Local	Registration:	N74994
Aircraft:	PIPER PA-30-160	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Executive/Corporate		

Analysis

THE PILOT BEGAN A TAKE OFF ROLL WITH A 90 DEGREE CROSSWIND, WHEN THE LEFT ENGINE STARTED TO LOSE POWER. THE AIRPLANE BECAME AIRBORNE, VEERED TO THE LEFT, LOST AIRSPEED, STALLED AND COLLIDED WITH THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND FAILED TO MAINTAIN AIRSPEED ON INITIAL TAKE OFF CLIMB RESULTING IN A STALL AND IN FLIGHT COLLISION WITH TERRAIN. CONTRIBUTING TO THE ACCIDENT WAS A LOSS OF ENGINE POWER FOR UNDETERMINED REASON AND A GUSTY CROSSWIND CONDITION.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) 1 ENGINE
2. (C) REASON FOR OCCURRENCE UNDETERMINED
3. (F) WEATHER CONDITION - CROSSWIND
4. (F) WEATHER CONDITION - GUSTS
5. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	28, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 24, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2705 hours (Total, all aircraft), 137 hours (Total, this make and model), 2465 hours (Pilot In Command, all aircraft), 69 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N74994
Model/Series:	PA-30-160 PA-30-160	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	30-562
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-320-B1A
Registered Owner:	INDUCTOTHERM CORP.	Rated Power:	160 Horsepower
Operator:	INDUCTOTHERM CORP.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	SIDNEY , NY (N23)	Type of Clearance:	None
Departure Time:	07:00 Local	Type of Airspace:	

Airport Information

Airport:	INDUCTOTHERM 3NJ6	Runway Surface Type:	Asphalt
Airport Elevation:	55 ft msl	Runway Surface Condition:	Wet
Runway Used:	2	IFR Approach:	None
Runway Length/Width:	3856 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Hancock, Robert
Additional Participating Persons:	TOM KERR; PHILADELPHIA , PA RON NETTLESHIP; PHILADELPHIA , PA
Original Publish Date:	May 7, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=36885

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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](#).