



Aviation Investigation Final Report

Location:	COATESVILLE, Pennsylvania	Accident Number:	NYC92LA176
Date & Time:	August 24, 1992, 08:20 Local	Registration:	N37DD
Aircraft:	PIPER PA-34-200T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT DURING AN ILS APPROACH HE DID NOT SEE THE RUNWAY AT DECISION HEIGHT AND INITIATED A MISSED APPROACH. AFTER INITIATING THE MISSED APPROACH THE RUNWAY BECAME VISIBLE AND HE REDUCED POWER FOR A LANDING. DURING THE FLARE, THE PILOT LOST SIGHT OF THE RUNWAY BECAUSE OF GROUND FOG. THE AIRPLANE HAD DRIFTED TO THE RIGHT AND TOUCHED DOWN IN THE GRASSY AREA TO THE RIGHT OF THE RUNWAY CENTERLINE. THE AIRPLANE SLID OUT OF CONTROL ON THE WET GRASS. THE MAIN LANDING GEAR COLLAPSED AS THE AIRPLANE SLID ON THE GRASS, AND THE NOSE GEAR COLLAPSED WHEN THE AIRPLANE SLID BACK ONTO THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DECISION TO CONTINUE THE APPROACH AND EVENTUAL TOUCHING DOWN OFF THE RUNWAY WHICH RESULTED IN A LOSS OF CONTROL OF THE AIRPLANE AND COLLAPSING THE LANDING GEAR. A FACTOR IN THIS ACCIDENT WAS THE PILOT'S LOSS OF VISUAL PERCEPTION AND FOG.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. MISSED APPROACH - DISCONTINUED - PILOT IN COMMAND
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. DIVERTED ATTENTION - PILOT IN COMMAND
4. (F) WEATHER CONDITION - FOG
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
6. (C) PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
7. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
8. LANDING GEAR - COLLAPSED

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	53, 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:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 31, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1830 hours (Total, all aircraft), 1306 hours (Total, this make and model), 1725 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N37DD
Model/Series:	PA-34-200T PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7970481
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 1, 1992 Annual	Certified Max Gross Wt.:	4570 lbs
Time Since Last Inspection:	22 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	1307 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360-EB1
Registered Owner:	DEV-AIR CORPORATION	Rated Power:	200 Horsepower
Operator:	RICHARD DEVANEY	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	2 miles
Lowest Ceiling:	Overcast / 100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17°C / 16°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	OCEAN CITY , NJ (26N)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	07:45 Local	Type of Airspace:	Class D

Airport Information

Airport:	CHESTER COUNTY CARLSON 40N	Runway Surface Type:	Asphalt
Airport Elevation:	660 ft msl	Runway Surface Condition:	Wet
Runway Used:	29	IFR Approach:	ILS
Runway Length/Width:	5400 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.98048,-75.809265(est)

Administrative Information

Investigator In Charge (IIC):	Yurman, Alan
Additional Participating Persons:	TOM KERR; PHILEDELPHIA , PA
Original Publish Date:	August 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=37218

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