



Aviation Investigation Final Report

Location:	ELMWOOD PARK, New Jersey	Accident Number:	NYC93FA066
Date & Time:	March 28, 1993, 16:32 Local	Registration:	N6382Y
Aircraft:	PIPER PA-23-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	6 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING AN INSTRUMENT CLIMB-OUT FROM TETERBORO AIRPORT, THE PILOT WAS ADVISED BY DEPARTURE CONTROL THAT HE WAS IN RADAR CONTACT, AND TO CLIMB & MAINTAIN 4000 FT. THE PILOT ACKNOWLEDGED THIS TRANSMISSION AT A RADAR RECORDED ALTITUDE OF 1800 FT MSL. THE FLIGHT WAS RECORDED REACHING AN ALTITUDE OF 2800 FT MSL BEFORE STARTING A DESCENT. NUMEROUS WITNESSES OBSERVED THE AIRPLANE DESCENDING OUT OF THE CLOUDS; ONE WITNESS DESCRIBED THE DESCENT AS A SPIN WITH NO FORWARD MOTION. ON-SCENE WRECKAGE EXAMINATION OF THE LEFT PROP SHOWED ONE BLADE BENT AFT APRX 120 DEG; OTHER BLADE STRAIGHT & NOT BENT. PROP WAS NOT IN FEATHERED POSITION. LEFT ENG TEARDOWN REVEALED 2 OF 6 FUEL INJECTOR NOZZLES RESTRICTED. LAST DOCUMENTED FUEL INJECTION SYSTEM CLEANING WAS IN 1985; BENDIX (MANUFACTURER) RECOMMENDS EVERY ANNUAL INSPECTION OR 100 HRS. THE AIRPLANE WAS 188 LBS OVER MAX GROSS WEIGHT; CG APRX 1 INCH AFT OF MAX AFT LIMIT. AFT CG INCREASES VMC AIRSPEED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE MAINTENANCE AND INSPECTION OF THE FUEL INJECTOR SYSTEM RESULTING IN A LOSS OF POWER OF THE LEFT ENGINE, AND THE FAILURE OF THE PILOT TO MAINTAIN MINIMUM CONTROL SPEED WHICH RESULTED IN A FLAT SPIN. A FACTOR WHICH CONTRIBUTED TO THE ACCIDENT WAS THE PILOT LOADING THE AIRPLANE OVER THE MAXIMUM GROSS WEIGHT AND BEYOND THE AFT CENTER OF GRAVITY LIMIT, THUS RAISING THE MINIMUM CONTROL SPEED.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation: CLIMB

Findings

1. 1 ENGINE
2. (C) FUEL SYSTEM,NOZZLE - BLOCKED(PARTIAL)
3. (C) MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CLIMB

Findings

4. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
5. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	54, 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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	August 7, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2200 hours (Total, all aircraft), 400 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6382Y
Model/Series:	PA-23-250 PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	27-3666
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 3, 1992 Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	49 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3295 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-C4B5
Registered Owner:	ALAN B. FLEISCHMAN	Rated Power:	250 Horsepower
Operator:	ALAN B. FLEISCHMAN	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:	Dusk
Observation Facility, Elevation:	TEB ,9 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	16:50 Local	Direction from Accident Site:	150°
Lowest Cloud Condition:	Unknown / 500 ft AGL	Visibility	3 miles
Lowest Ceiling:	Overcast / 500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12°C / 10°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	TETERBORO , NJ (TEB)	Type of Flight Plan Filed:	IFR
Destination:	PITTSBURGH , PA (AGC)	Type of Clearance:	IFR
Departure Time:	16:25 Local	Type of Airspace:	Class B;Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	5 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Pearce, Robert

Additional Participating Persons: VICTOR ROXAS; TETERBORO , NJ
JAMES BROWN; WILLIAMSPORT , PA

Original Publish Date: March 18, 1994

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=37238>

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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](#).