



Aviation Investigation Final Report

Location:	BERLIN, New Jersey	Accident Number:	BF094LA046
Date & Time:	February 22, 1994, 07:35 Local	Registration:	N23AL
Aircraft:	PIPER PA-32R-300	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

When the pilot arrived at his destination airport, he circled the airport to inspect the wind sock and runway conditions. The wind sock indicated near calm winds, but appeared to favor runway 05. The pilot said that because the runway is relatively short, he elected to approach and land in such a manner as to have as much runway left as possible. The pilot set up his approach for the runway and on final approach, the airplane's left main landing gear contacted a tree. The airplane veered to the left of the runway and contacted the ground. As the airplane was sliding to a stop, the left wing collided with a utility pole and was severed.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot not maintaining clearance from obstacles (trees) during final approach which resulted in a collision with a tree and a subsequent uncontrolled descent until colliding with the ground.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

- Findings
1. OBJECT - TREE(S)
 2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

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

Factual Information

On Tuesday, February 22, 1994, at 0735 eastern standard time, a Piper PA-32 airplane, N23AL, owned and piloted by Albert G. Suber, of New Ark, Delaware, collided with a tree during a landing approach to Camden County Airport, Berlin, New Jersey. The private pilot and his passenger were not injured and the airplane sustained substantial damage. The personal flight was being operated under 14 CFR Part 91. Visual meteorological conditions prevailed and an instrument flight rules flight plan was filed. The flight originated in Wilmington, Delaware and was arriving at its destination at the time.

The pilot stated that on final approach the left main landing gear contacted a tree. The airplane turned sharply left. The pilot corrected his path but was unable to return to the runway. The airplane contacted the ground left of the runway and the nose gear was severed. The left wing of the airplane contacted a utility pole and was severed.

Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 10, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1071 hours (Total, all aircraft), 481 hours (Total, this make and model), 955 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N23AL
Model/Series:	PA-32R-300 PA-32R-300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal; Provisional (Special)	Serial Number:	7780448
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	July 22, 1993 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	114 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2062 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO540K15D
Registered Owner:	ALBERT G. SUBER	Rated Power:	300 Horsepower
Operator:		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:	Scattered / 3000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	3°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NEW CASTLE , DE (ILG)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	None
Departure Time:	07:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	BERLIN/CAMDEN COUNTY 19N	Runway Surface Type:	Concrete
Airport Elevation:	150 ft msl	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	3100 ft / 45 ft	VFR Approach/Landing:	Full stop;Straight-in;Traffic pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Childress, Richard
Additional Participating Persons:	MATT ELKINS; PHILADELPHIA , PA
Original Publish Date:	January 25, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=8895

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