



National Transportation Safety Board Aviation Accident Final Report

Location:	COCKEYSVILLE, MD	Accident Number:	NYC84MA151
Date & Time:	04/28/1984, 1507 EST	Registration:	N6079R
Aircraft:	Piper PA-60-601P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

ON THE DAY OF DEPARTURE THE PLT HAD RECEIVED A 30 MIN FAMILIARIZATION FLT UPON COMPLETION OF THE SUPERSTAR CONVERSION. EMPHASIS WAS DIRECTED TO ENG GAGES, FUEL FLOW & COUNTER, & POWER SETTINGS. THE FLT WAS FLOWN AT 5,500 FT. THE PLT THEN OBTAINED A WX BRIEFING & FILED A FLT PLAN. ABOUT 15 MIN AFTER DEPARTURE, WHILE CLIMBING THRU FL 170, THE PLT RADIOED THAT HE HAD LOST BOTH ENGS. THE ACFT WAS SUBSEQUENTLY OBSERVED DESCENDING UNCONTROLLED OUT OF THE OVERCAST. AT ABOUT 1,000 FT AGL THE RIGHT AILERON SEPARATED. THE FUEL BOOST PUMPS WERE FOUND IN THE 'OFF' POSITION. THE AFM STATES THAT THE BOOST PUMPS SHOULD BE ON DURING CLIMB ABOVE 10,000 FT. THE PLT HAD BEEN ENROLLED IN AN AEROSTAR TRANSITION SCHOOL THE PREVIOUS MONTH DURING WHICH A 2-HR COMBINED DEMONSTRATION/FLT EVALUATION FLT WAS CONDUCTED. THE INSTRUCTOR PLT RECOMMENDED FURTHER MULTI-ENG TRAINING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
 2. (C) FLUID,FUEL - STARVATION
 3. (C) FUEL BOOST PUMP SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CLIMB - TO CRUISE

Findings

5. (F) AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE
 6. (C) AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
 7. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
 8. (F) INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND
-

Occurrence #3: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: DESCENT - UNCONTROLLED

Findings

9. (C) FLIGHT CONTROL,AILERON - OVERLOAD
 10. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 11. FLIGHT CONTROL,AILERON - SEPARATION
-

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	58, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/24/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2500 hours (Total, all aircraft), 105 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N6079R
Model/Series:	PA-60-601P PA-60-601P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	0735-8063359
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-S1A5MM
Registered Owner:	G AND J LEASING	Rated Power:	325 hp
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BWI, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1553 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 4200 ft agl	Visibility	20 Miles
Lowest Ceiling:	Overcast / 4200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17° C / 7° C
Precipitation and Obscuration:			
Departure Point:	LANCASTER, PA	Type of Flight Plan Filed:	IFR
Destination:	GAINESVILLE, FL	Type of Clearance:	IFR
Departure Time:	0900	Type of Airspace:	Class E

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	M	KUZENKO	Report Date:
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).