National Transportation Safety Board
Aviation Accident Final Report

Location:	JACKSONVILLE, FL	**Accident Number:**	MIA86MA057
Date & Time:	01/09/1986, 2126 EST	**Registration:**	N700CM
Aircraft:	PIPER PA-31T	**Aircraft Damage:**	Destroyed
Defining Event:		**Injuries:**	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

WHILE BEING VECTORED FOR AN ILS RWY 7 APCH, THE PLT WAS TOLD TO MAINT 3000' & ADVISED HE WAS FLWG A BOEING 727. THE MIN APCH ALT BFR INTERCEPTING THE ILS GLIDE SLOPE (G/S) AT THE FINAL APCH FIX/OUTER MARKER (OM) WAS 1900'. AS THE ACFT WAS APCHG THE OM, THE PLT WAS CLRD FOR THE APCH & WAS HANDED OFF TO THE TWR. AFTER CONTACTING THE TWR, THE PLT WAS TOLD TO DSCND AS PUBLISHED. AT APRX THAT TIME, THE TWR CONTROLLER (CTLR) & HIS SUPERVISOR DISCUSSED N700CM'S ALT & PROXIMITY TO THE 727. THE CTLR WAS GOING TO DISCONTINUE THE APCH, BUT HIS SUPVR SUGGESTED HE WAIT & SEE IF IT WOULD WORK OUT. SUBSEQUENTLY, N700CM CRASHED INTO TREES APRX 5800' SHORT OF THE RWY WHILE DSCNDG IN A WINGS LVL ATTITUDE. RADAR DATA SHOWED N700CM WAS WELL ABV THE ILS G/S WHEN CLRD FOR THE APCH. ATC PROCEDURES REQD THE ACFT TO BE BLO THE G/S BFR BEING CLRD. ALSO, N700CM WAS APRX 2.57 MI BEHIND THE 727, BUT STAYED WELL ABV THE 727'S FLT PATH (& POSSIBLE WAKE TURBULENCE) UNTIL MOMENTS BFR IMPACT. N700CM ENTERED AN EXCESSIVE RATE OF DSCNT BFR GOING BLO THE G/S.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings
1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - FOG
3. (F) WEATHER CONDITION - RAIN
4. RADAR SEPARATION - INADEQUATE - ATC PERSONNEL(DEP/APCH)
5. (F) INSTRUCTIONS,WRITTEN/VERBAL - IMPROPER - ATC PERSONNEL(DEP/APCH)
6. (F) DESCENT - DELAYED
7. (C) PLANNED APPROACH - IMPROPER USE OF - PILOT IN COMMAND
8. MISSED APPROACH - NOT ISSUED - ATC PERSONNEL(LCL/GND/CLNC)
9. (F) SUPERVISION - INADEQUATE - ATC PERSONNEL(SUPERVISOR)
10. (F) PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND
11. (C) MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
12. (C) DESCENT - EXCESSIVE - PILOT IN COMMAND
13. (F) OBJECT - TREE(S)
14. (C) DECISION HEIGHT - IMPROPER USE OF - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Private	**Age:**	41, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	**Last FAA Medical Exam:**	01/02/1986
Occupational Pilot:		**Last Flight Review or Equivalent:**	
Flight Time:	1710 hours (Total, all aircraft), 100 hours (Total, this make and model), 1620 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	**Registration:**	N700CM
Model/Series:	PA-31T PA-31T	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	No
Airworthiness Certificate:	Normal	**Serial Number:**	31T782007
Landing Gear Type:	Retractable - Tricycle	**Seats:**	6
Date/Type of Last Inspection:	12/08/1985, Annual	**Certified Max Gross Wt.:**	6500 lbs
Time Since Last Inspection:		**Engines:**	2 Turbo Prop
Airframe Total Time:		**Engine Manufacturer:**	P&W
ELT:	Installed	**Engine Model/Series:**	PT6A-28
Registered Owner:		**Rated Power:**	620 hp
Operator:	PEACHTREE CITY LEASING, INC.	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	**Condition of Light:**	Night/Dark
Observation Facility, Elevation:	JAX, 30 ft msl	**Distance from Accident Site:**	2 Nautical Miles
Observation Time:	2130 EST	**Direction from Accident Site:**	90°
Lowest Cloud Condition:	Unknown / 0 ft agl	**Visibility**	1 Miles
Lowest Ceiling:	Overcast / 300 ft agl	**Visibility (RVR):**	0 ft
Wind Speed/Gusts:	5 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	10°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	9°C / 9°C
Precipitation and Obscuration:			
Departure Point:	HAMPTON, GA (4AZ)	**Type of Flight Plan Filed:**	IFR
Destination:	JACKSONVILLE, FL (JAX)	**Type of Clearance:**	IFR
Departure Time:	2018 EST	**Type of Airspace:**	

Airport Information

Airport:	JACKSONVILLE INTL (JAX)	**Runway Surface Type:**	Asphalt
Airport Elevation:	30 ft	**Runway Surface Condition:**	
Runway Used:	7	**IFR Approach:**	ILS
Runway Length/Width:	8000 ft / 150 ft	**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	**Aircraft Damage:**	Destroyed
Passenger Injuries:	1 Fatal	**Aircraft Fire:**	On-Ground
Ground Injuries:	N/A	**Aircraft Explosion:**	On-Ground
Total Injuries:	2 Fatal	**Latitude, Longitude:**	

Administrative Information

Investigator In Charge (IIC):	RONALD W BIRD	**Report Date:**	
Additional Participating Persons:	ROBERT BOOB JAMES J MORAN		
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.ntsb.gov/pubdms/.		

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