



National Transportation Safety Board Aviation Accident Final Report

Location:	LINCOLN, IL	Accident Number:	CHI94FA307
Date & Time:	09/01/1994, 1911 CDT	Registration:	N4362F
Aircraft:	PIPER PA-46-310P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

WITNESSES STATED THAT THE AIRPLANE WAS ON FINAL APPROACH TO RUNWAY 3 WITH THE LANDING GEAR AND FLAPS EXTENDED. ONE WITNESS REPORTED THAT WHEN THE AIRPLANE WAS ABOUT 50 TO 100 FEET ABOVE THE GROUND, HE HEARD THE ENGINE GO TO FULL POWER, AND THE AIRPLANE ENTERED A STEEP CLIMBING RIGHT TURN. THE WITNESS STATED THAT THE AIRPLANE LOOKED VERY SLOW DURING THE STEEP CLIMB. WHILE IN THE CLIMB, THE AIRPLANE'S WINGS LEVELED AND THEN THE AIRPLANE BANKED LEFT AND NOSED DOWN INTO THE GROUND. A NO-RADIO GYROCOPTER HAD JUST TAKEN OFF ON RUNWAY 3.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain airspeed while performing a go-around.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) GO-AROUND - INITIATED - PILOT IN COMMAND
2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

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

Factual Information

HISTORY OF THE FLIGHT

On September 1, 1994, at 1911 central daylight time, a Piper PA- 46-310P "Malibu", N4362F, operated by a private pilot on a pleasure flight, collided with terrain during an attempted go-around at the Logan County Airport (3LC) in Lincoln, Illinois. The airplane was destroyed. The pilot and one passenger received fatal injuries. Visual meteorological conditions prevailed for the flight. An IFR flight plan was filed, and was in effect until the pilot cancelled IFR at 1840. The flight operated under 14 CFR Part 91, and originated from Alamosa, Colorado at 1540.

According to family members, the pilot and the passenger flew the accident airplane to Alamosa, Colorado for an annual hunting trip. The passenger's wife reported both men seemed relaxed when they telephoned home before their departure from Alamosa. She indicated that the pilot intended to land at Lincoln, Illinois to drop off the passenger, and would then return to the airplanes home base at Bloomington, Illinois.

Air Traffic Control (ATC) records indicated that the accident airplane was radar identified and received an IFR clearance at 1552. ATC personnel reported that all services and communications with the accident flight were routine, and the pilot cancelled the IFR clearance at 1840. There were no further recorded communications with the accident airplane.

The passenger's wife reported that when the airplane reached Lincoln, the pilot flew overhead to signal the family to come to the airport to greet them. Witnesses observed the accident airplane approaching the airport with landing gear and flaps extended. They reported that they heard steady, strong engine noise throughout the time that the airplane was within earshot.

One witness reported that he had just put his airplane away after a local flight and was walking towards runway 3 to observe traffic pattern operations. He stated that he observed the accident airplane when it was established on final approach for runway 3. He reported that when the airplane was about 50 to 100 feet above the ground (AGL), he heard the engine go to full power, and observed the airplane pitch up and bank right as if to perform a go-around. He stated that he saw the airplane in profile as it climbed steeply, and it "...looked like he was going real slow." The witness observed the wings level, then the airplane banked entered a steep left bank and descended into the ground.

The witness stated that the airplane appeared to be in a good position and configuration for landing on runway 3, and he did not know why the pilot initiated a go-around, unless it was to avoid traffic in the pattern. He reported that a no radio gyrocopter was performing takeoffs and landings in the traffic pattern, and had just lifted off of runway 3. The witness estimated the gyrocopter was at 100 feet AGL, near the midpoint of runway 3 when the pilot of the accident airplane added power. The gyrocopter pilot stated he was not aware of the accident airplane until after the accident.

CREW INFORMATION

The pilot held a private pilot certificate with single engine land and instrument airplane ratings. He also held a Third Class Medical, with no limitations, issued February 2, 1993. The pilot's flight logbook records indicated that he satisfactorily completed a Biennial Flight Review and a "Malibu" Refresher Course in the accident airplane on April 14, 1994. The pilot's

insurance company flight record, dated August 11, 1994, indicated that he had 410 hours in the accident make and model aircraft, of which 200 hours and 25 hours were flown in the preceding 12 months and 90 days, respectively. The most recent entry in the pilot's flight logbook was dated June 6, 1994, at a total flight time of 1,555.4 hours.

AIRCRAFT INFORMATION

The airplane's maintenance logbooks indicated that an annual inspection was completed on August 4, 1994, at an airplane total time of 2,316 hours, with a corresponding Hobbsmeter reading of 436 hours. Logbook records indicated that the rebuilt/zero timed engine was installed on the airplane on October 28, 1993, at an airframe total time of 1912 hours.

WRECKAGE/IMPACT INFORMATION

A witness observed the airplane impact the ground on the east side of runway 3 in a nose and left wing low attitude, and saw dirt and debris fly. Postaccident examination revealed the airplane impacted terrain near the top of an embankment/gulley located about 425 feet east of runway 3, approximately at the runway midpoint. The fuselage came to rest on an approximate heading of 290 degrees, with the nose section at the rim of the embankment. The nose section and engine compartment exhibited extensive crush, with compression evident on both sides of the fuselage from the nose section to aft of the wing attach points. The propeller assembly was attached to the engine. The two propeller blades were bent and twisted aft, and exhibited chordwise scratches. The tail section was located in the bottom of the gulley, with the right horizontal stabilator embedded in soil.

The right wing was angled away from the main wreckage at the wing root, with the leading edge jammed into the lower fuselage. The wing flap and aileron were still attached to the inboard section of the right wing. The outboard section of the right wing had separated, and was located forward of the main wreckage at the top of the embankment. The left wing had separated, and was located behind and below the main fuselage in the gulley. The left aileron separated from the outboard section of the left wing, and was located in the bottom of the gulley, about 10 feet behind the remainder of the left wing. Pieces of plexiglass and green lens were located in some concrete rubble along the rim of the embankment, about 75 feet south of the main wreckage. Although both wing fuel tanks were compromised as a result of the accident, postaccident examination revealed that there was fuel present in the fuel tanks, fuel lines, and the fuel manifold.

Examination of the wreckage revealed that all three main landing gear were in the extended position at impact. The landing gear position selector handle in the cockpit was located at the top of the neutral detent, in a transit position, and there was milled metal at the right side of the detent. The wing flaps were located in a partially (about 20 degrees) extended position. The wing flap selector handle was in the retracted position; however the wing flap position indicator showed flaps fully extended. Flight control continuity was established to the extent possible given the impact-related damage. The engine and engine accessories were examined, and compression and continuity were established. There was no indication of preimpact mechanical malfunction or anomaly.

MEDICAL/PATHOLOGICAL INFORMATION

Autopsy examination of the pilot was performed at the Memorial Medical Center, Department of Laboratory Medicine and Pathology, in Springfield, Illinois, by John G. Dietrich, M. D., Coroner's Physician (Autopsy Report Number CC-98-94, Logan County).

Toxicological examination of the pilot was conducted by Dr. Dennis V. Canfield at the Civil Aeromedical Institute in Oklahoma City, Oklahoma. This examination revealed no evidence of drugs, ethanol, cyanide, or carboxyhemoglobin.

ADDITIONAL INFORMATION

The aircraft wreckage was released to the owner's representative, Mr. Dave Kocher, of Aviation Accident Investigation and Management, on September 20, 1994.

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/02/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1560 hours (Total, all aircraft), 410 hours (Total, this make and model), 1440 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4362F
Model/Series:	PA-46-310P PA-46-310P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	46-8408055
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	08/04/1994, 100 Hour	Certified Max Gross Wt.:	4100 lbs
Time Since Last Inspection:	40 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2356 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-BE1G
Registered Owner:	BMI ENTERPRISES	Rated Power:	310 hp
Operator:	BMI ENTERPRISES	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SPI, 597 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1951 CDT	Direction from Accident Site:	210°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17° C / 12° C
Precipitation and Obscuration:			
Departure Point:	ALAMOSA, CO (ALS)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	None
Departure Time:	1540 CDT	Type of Airspace:	Class G

Airport Information

Airport:	LOGAN COUNTY	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	Go Around; Straight-in

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):	JODI L REEVES	Report Date:	02/27/1996
Additional Participating Persons:	GARY W HAMLIN; SPRINGFIELD, IL GEORGE M BALLARD; SPRINGFIELD, IL		
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/ .		

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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](#).