



National Transportation Safety Board Aviation Accident Final Report

Location:	COLUMBUS, OH	Accident Number:	CHI88FA249
Date & Time:	09/30/1988, 2124 EDT	Registration:	N14HR
Aircraft:	PIPER PA-60-601P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE AIRPLANE WAS DESTROYED WHEN IT COLLIDED WITH TERRAIN SHORTLY AFTER DEPARTURE. TWO WITNESSES TO THE ACCIDENT WHO SAW THE ACCIDENT AIRPLANE LIFT OFF FROM THE RUNWAY DESCRIBED THE FLIGHT PATH AS ERRATIC IN NATURE WITH RANDOM MOVEMENT IN ALL THREE AXIS, PITCH, ROLL AND YAW. THE WITNESSES DID NOT SEE THE ACTUAL IMPACT. EVIDENCE SHOWS THAT THE UPPER HALF OF THE MAIN ENTRY CLAMSHELL DOOR WAS NOT CLOSED AT IMPACT. RADIO TRANSMISSIONS FROM THE ACCIDENT AIRPLANE WHILE IN FLIGHT SHOW A ELEVATED VOICE LEVEL INDICATIVE OF STRESS AS THE PIC ATTEMPTED TO MAINTAIN CONTROL THE AIRPLANE DURING PITCH AND ROLL EXCURSIONS. THE RADIO TRANSMISSIONS WERE UNINTELLIGIBLE. THE TWR HAD CLEARED THE ACFT TO LAND ON ANY RWY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AERODYNAMICALLY STALLED LIFTING SURFACE CAUSING AN UNCOMMANDED PITCH OVER AT AN ALTITUDE TOO LOW TO AFFECT A RECOVERY.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) DOOR - NOT SECURED
 2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

3. (C) DOOR - OPEN
 4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. (F) ANXIETY/APPREHENSION - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	41, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/17/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1802 hours (Total, all aircraft), 1315 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N14HR
Model/Series:	PA-60-601P PA-60-601P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	61P-0479-193
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	09/22/1988, Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	4 Hours	Engines:	2 Reciprocating
Airframe Total Time:	3075 Hours	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	IO-540-51A5
Registered Owner:	ROBERT HOLLBERT	Rated Power:	290 hp
Operator:	ROBERT HOLBERT	Operating Certificate(s) Held:	None
Operator Does Business As:	EXECUTIVE AIRCRAFT LEASING	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	OSU, 905 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	2124 EDT	Direction from Accident Site:	240°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 8000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20° C / 19° C
Precipitation and Obscuration:			
Departure Point:	COLUMBUS, OH (OSU)	Type of Flight Plan Filed:	IFR
Destination:	DOYLESTOWN, PA (N88)	Type of Clearance:	IFR
Departure Time:	2124 EDT	Type of Airspace:	Class D

Airport Information

Airport:	OHIO STATE UNIVERSITY	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	9R	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	WILLIAM C BRUCE	Report Date:	06/25/1990
Additional Participating Persons:	W R MOREU; VERO BEACH, FL GREGORY ERIKSON; WILLIAMSPORT, PA ARMANDE J DEMONTIGNY		
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 pubin@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](#).