



# National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|------------|
| <b>Location:</b>               | WILEY FORD, WV                       | <b>Accident Number:</b> | BFO90FA076 |
| <b>Date &amp; Time:</b>        | 09/19/1990, 1655 EDT                 | <b>Registration:</b>    | N8249J     |
| <b>Aircraft:</b>               | PIPER PA-601P                        | <b>Aircraft Damage:</b> | Destroyed  |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 1 Fatal    |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Business |                         |            |

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## Analysis

THE PILOT WAS CLEARED FOR AN APPROACH TO THE AIRPORT. HE RECEIVED AIRPORT ADVISORIES FROM THE AIRPORT UNICOM OPERATOR & ASKED THAT THE RUNWAY LIGHTS BE TURNED UP. SOON AFTERWARDS, THE AIRPLANE WAS SEEN APPROACHING RUNWAY 23, WHICH WAS SERVED BY A LOCALIZER APPROACH. A WITNESS AT THE AIRPORT SAID HE SAW THE PLANE FLYING IN & OUT OF LOW HANGING CLOUDS. HE SAID THE AIRPLANE APPEARED TO BE AT LEVEL FLIGHT, ABOUT 400 TO 500 FEET AGL, THEN IT PASSED OVER THE AIRPORT & WENT IN A STEEP LEFT TURN. AFTER ABOUT 90 DEGREES OF TURN, THE AIRPLANE BEGAN A SHALLOW DESCENT. IT ROLLED OUT OF THE TURN BEFORE IT DESCENDED INTO THE GROUND ABOUT 1/4 MILE FROM THE APPROACH END OF RUNWAY 28. THE WITNESS SAID HE HEARD ENGINE SOUNDS THROUGHOUT THE DESCENT. AN EXAMINATION OF THE AIRPLANE DID NOT DISCLOSE EVIDENCE OF MECHANICAL MALFUNCTION. A POST-MORTEM EXAMINATION DID NOT REVEAL EVIDENCE OF IMPAIRMENT OR INCAPACITATION OF THE PILOT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER IFR PROCEDURE BY NOT MAINTAINING SUFFICIENT ALTITUDE, WHILE CIRCLING TO LAND. FACTORS RELATED TO THE ACCIDENT WERE: THE LOW CEILING AND VISIBILITY CONDITIONS IN FOG.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: CIRCLING (IFR)

### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - FOG
3. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
4. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

|                           |   |                        |                            |
|---------------------------|---|------------------------|----------------------------|
| Certificate:              | Private   | Age:                   | 40, Male                   |
| Airplane Rating(s):       | Multi-engine Land; Single-engine Land   | Seat Occupied:         | Unknown                    |
| 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 Expired   | Last FAA Medical Exam: | 08/29/1988                 |
| Occupational Pilot:       | Last Flight Review or Equivalent:   |                        |                            |
| Flight Time:              | 1350 hours (Total, all aircraft), 1200 hours (Pilot In Command, all aircraft) |                        |                            |

### Aircraft and Owner/Operator Information

|                               |                          |                                |                 |
|-------------------------------|--------------------------|--------------------------------|-----------------|
| Aircraft Make:                | PIPER                    | Registration:                  | N8249J          |
| Model/Series:                 | PA-601P PA-601P          | Aircraft Category:             | Airplane        |
| Year of Manufacture:          |                          | Amateur Built:                 | No              |
| Airworthiness Certificate:    | Normal                   | Serial Number:                 | 610-7963302     |
| Landing Gear Type:            | Retractable - Tricycle   | Seats:                         | 6               |
| Date/Type of Last Inspection: | 01/02/2000, Annual       | Certified Max Gross Wt.:       | 6000 lbs        |
| Time Since Last Inspection:   |                          | Engines:                       | 2 Reciprocating |
| Airframe Total Time:          |                          | Engine Manufacturer:           | LYCOMING        |
| ELT:                          | Installed, not activated | Engine Model/Series:           | IO-540          |
| Registered Owner:             | NATIONAL JET CO. INC.    | Rated Power:                   | 290 hp          |
| Operator:                     | NATIONAL JET CO. INC.    | Operating Certificate(s) Held: | None            |

## Meteorological Information and Flight Plan

|                                  |                                  |                                      |                  |
|----------------------------------|----------------------------------|--------------------------------------|------------------|
| Conditions at Accident Site:     | Instrument Conditions            | Condition of Light:                  | Day              |
| Observation Facility, Elevation: | CBE, 776 ft msl                  | Distance from Accident Site:         | 1 Nautical Miles |
| Observation Time:                | 1700 EDT                         | Direction from Accident Site:        | 280°             |
| Lowest Cloud Condition:          | Partial Obscuration / 400 ft agl | Visibility                           | 2 Miles          |
| Lowest Ceiling:                  | Broken / 1500 ft agl             | Visibility (RVR):                    | 0 ft             |
| Wind Speed/Gusts:                | Calm /                           | Turbulence Type Forecast/Actual:     | /                |
| Wind Direction:                  |                                  | Turbulence Severity Forecast/Actual: | /                |
| Altimeter Setting:               | 29 inches Hg                     | Temperature/Dew Point:               | 13° C / 9° C     |
| Precipitation and Obscuration:   |                                  |                                      |                  |
| Departure Point:                 | WILLIAMSBURG, VA (JGG)           | Type of Flight Plan Filed:           | IFR              |
| Destination:                     | CUMBERLAND, MD (CBE)             | Type of Clearance:                   | IFR              |
| Departure Time:                  | 1530 EDT                         | Type of Airspace:                    | Class G          |

## Airport Information

|                      |                            |                           |                |
|----------------------|----------------------------|---------------------------|----------------|
| Airport:             | CUMBERLAND MUNICIPAL (CBE) | Runway Surface Type:      | Asphalt        |
| Airport Elevation:   | 776 ft                     | Runway Surface Condition: | Dry            |
| Runway Used:         | 23                         | IFR Approach:             | Localizer Only |
| Runway Length/Width: | 5048 ft / 150 ft           | VFR Approach/Landing:     | Full Stop      |

## 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):     | DENNIS L JONES   | Report Date: | 12/19/1994 |
| 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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> . |              |            |

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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](#).