



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BLOCK ISLAND, RI	<b>Accident Number:</b>	BF093LA158
<b>Date &amp; Time:</b>	09/05/1993, 1108 EDT	<b>Registration:</b>	N46DK
<b>Aircraft:</b>	PIPER PA-46-350P	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	4 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

DURING AN APPROACH TO LAND, THE PILOT MADE S-TURNS TO ALLOW FOR PROPER SPACING FROM A PRECEDING AIRPLANE. ON SHORT FINAL, HE DECIDED TO GO AROUND BECAUSE THE RUNWAY WAS STILL NOT CLEAR. HOWEVER, HE REPORTED THERE WAS A LACK OF RESPONSE CONCERNING THE POWER, SO HE DECIDED TO LAND AS ORIGINALLY PLANNED. THE PILOT TRIED TO ALIGN THE AIRPLANE WITH THE RUNWAY CENTERLINE, BUT ITS RIGHT WING AND LANDING GEAR STRUCK THE GROUND, AND THE RIGHT LANDING GEAR COLLAPSED. THE AIRPLANE SKIDDED OFF THE RIGHT SIDE OF THE RUNWAY. DURING THE ACCIDENT SEQUENCE, THE OUTWARD PORTION OF THE RIGHT WING WAS TORN AWAY FROM THE AIRPLANE AND A FUEL LINE WAS RUPTURED. A GROUND FIRE ERUPTED AND BURNED THROUGH THE RIGHT SIDE OF THE AIRPLANE'S STRUCTURE AND RIGHT WING. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS REPORTED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER IN-FLIGHT PLANNING/DECISION BY THE PILOT, AND HIS FAILURE TO ATTAIN PROPER RUNWAY ALIGNMENT.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

1. (C) AIRSPEED(VYSE) - IMPROPER - PILOT IN COMMAND
2. (C) PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND

## Factual Information

On Sunday, September 5, 1993, at about 1108 eastern daylight time, a Piper PA46-350P, N46DK, owned, operated, and piloted by Dean Kaman of Bedford, New Hampshire, was destroyed during a landing on runway 10 at the Block Island Airport, Block Island, Rhode Island. The pilot and three passengers were not injured. Visual meteorological conditions prevailed at the time of the accident. The cross country flight originated from Manchester, New Hampshire, and its final destination was the Block Island Airport. The flight was conducted under 14 CFR Part 91.

The pilot reported that on final approach, he maneuvered the airplane making "S" turns to allow proper spacing from the airplane in front of his. The pilot wrote, "On short final I decided to 'go around' because the runway was still not clear. I pushed full throttle and started a (left) turn to the North and raised the nose. Power did not come back so I tried to get back on final and land. I turned back and before I could straighten out on final, the right wing caught the runway."

The pilot stated that after the airplane contacted the runway, the airplane "...skidded to the right..." collapsing the right main gear. The airplane continued across the runway right of the centerline and came to rest in the grass off the runway.

A passenger sitting in the front right seat of the airplane stated that he remembered the pilot putting down the flaps and the landing gear. All of the passengers stated that prior to the landing, they heard the stall warning come on. The passenger seated behind the pilot wrote, "Dean then told us that it was a 'stall/low speed' warning. He then said that we were 10-13 knots above stall since we were at about 80 knots."

The on scene post accident examination of the accident site revealed black rubber deposits which started at the approach end of runway 10, left of the runway centerline, and ended at the airplane's left main gear. The FAA inspector stated there were numerous propeller blade strikes on the runway.

The on scene post accident examination of the airplane revealed that the right wing was broken away from the airplane where the landing gear attaches to the wing. The outer portion of the wing was about 30 feet behind the airplane's final resting place. The fuel line in the right wing was ruptured and a fire damaged the right side of the fuselage and both portions of the right wing. The left wing was buckled. The flaps were fully retracted.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	11/18/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4100 hours (Total, all aircraft), 700 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft), 76 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N46DK
<b>Model/Series:</b>	PA-46-350P PA-46-350P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	4622010
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	07/24/1993, Annual	<b>Certified Max Gross Wt.:</b>	4300 lbs
<b>Time Since Last Inspection:</b>	23 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	998 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TIO-540-AEZA
<b>Registered Owner:</b>	DEKA RESEARCH & DEVELOP. CORP.	<b>Rated Power:</b>	250 hp
<b>Operator:</b>	DEKA RESEARCH & DEVELOP. CORP.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BID, 109 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1100 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22° C / 18° C
Precipitation and Obscuration:			
Departure Point:	MANCHESTER, NH (MHT)	Type of Flight Plan Filed:	None
Destination:	(BID)	Type of Clearance:	VFR
Departure Time:	1000 EDT	Type of Airspace:	Airport Advisory Area; Class D; Class G

## Airport Information

Airport:	BLOCK ISLAND (BID)	Runway Surface Type:	Asphalt
Airport Elevation:	109 ft	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	2501 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	3 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	MARGARET B NAPOLITAN	Report Date:	09/07/1994
Additional Participating Persons:	ROBERT S LEE; BEDFORD, MA		
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:pubinq@ntsb.gov">pubinq@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> .		

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](#).