



# National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|--------------------|
| <b>Location:</b>               | SOMERVILLE, NJ                       | <b>Accident Number:</b> | NYC89LA058         |
| <b>Date &amp; Time:</b>        | 12/31/1988, 1200 EST                 | <b>Registration:</b>    | N90393             |
| <b>Aircraft:</b>               | PIPER PA-60                          | <b>Aircraft Damage:</b> | Destroyed          |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 2 Serious, 2 Minor |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Personal |                         |                    |

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## Analysis

THE AIRCRAFT WAS ON FINAL APPROACH TO RUNWAY 30 AT SOMERSET AIRPORT, SOMERVILLE, NEW JERSEY WHEN THERE WAS A LOSS OF POWER OF THE RIGHT ENGINE. THE PILOT RAISED THE LANDING GEAR AND FLAPS, AND THE AIRCRAFT ROLLED TO THE RIGHT, DESCENDED TOWARD THE GROUND AND CRASHED. THE FUEL SELECTOR VALVE TO THE RIGHT WING TANK WAS IN THE CLOSED POSITION. THE RIGHT ENGINE MAGNETOS WERE DEFECTIVE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER INFLIGHT DECISIONS WHILE APPROACHING THE AIRPORT ON FINAL APPROACH WITH DEFECTIVE MAGNETOS. THE RIGHT FUEL SELECTOR WAS PLACED IN THE CLOSED POSITION, THE PILOT ATTEMPTED A GO AROUND, RAISED THE LANDING GEAR AND FLAPS, FAILED TO MAINTAIN VMC, AND CRASHED INTO WOODED TERRAIN.

## Findings

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### Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

#### Findings

1. (F) IGNITION SYSTEM,MAGNETO - BURNED
  2. (F) IGNITION SYSTEM,MAGNETO - WORN
  3. (C) FUEL SYSTEM,SELECTOR/VALVE - CLOSED
  4. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
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### Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: GO-AROUND (VFR)

#### Findings

5. (C) GO-AROUND - ATTEMPTED - PILOT IN COMMAND
  6. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
  7. (F) FUEL TANK SELECTOR POSITION - PERFORMED - PILOT IN COMMAND
  8. (C) DIVERTED ATTENTION - PILOT IN COMMAND
  9. (F) RAISING OF FLAPS - PERFORMED - PILOT IN COMMAND
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### Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

|                                  |  |                               |            |
|----------------------------------|--|-------------------------------|------------|
| <b>Certificate:</b>              | Private  | <b>Age:</b>                   | 44, Male   |
| <b>Airplane Rating(s):</b>       | Multi-engine Land; Single-engine Land                                    | <b>Seat Occupied:</b>         | Left       |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>        | Seatbelt   |
| <b>Instrument Rating(s):</b>     | Airplane   | <b>Second Pilot Present:</b>  | No         |
| <b>Instructor Rating(s):</b>     | None   | <b>Toxicology Performed:</b>  | No         |
| <b>Medical Certification:</b>    | Class 3 Valid Medical--w/ waivers/lim.                                   | <b>Last FAA Medical Exam:</b> | 07/09/1988 |
| <b>Occupational Pilot:</b>       | <b>Last Flight Review or Equivalent:</b>                                 |                               |            |
| <b>Flight Time:</b>              | 2300 hours (Total, all aircraft), 800 hours (Total, this make and model) |                               |            |

### Aircraft and Owner/Operator Information

|                                      |                        |                                       |                 |
|--------------------------------------|------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | PIPER                  | <b>Registration:</b>                  | N90393          |
| <b>Model/Series:</b>                 | PA-60 PA-60            | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                        | <b>Amateur Built:</b>                 | No              |
| <b>Airworthiness Certificate:</b>    | Normal                 | <b>Serial Number:</b>                 | 60-0224-095     |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle | <b>Seats:</b>                         | 6               |
| <b>Date/Type of Last Inspection:</b> | 12/29/1989, Annual     | <b>Certified Max Gross Wt.:</b>       | 5500 lbs        |
| <b>Time Since Last Inspection:</b>   | 1 Hours                | <b>Engines:</b>                       | 2 Reciprocating |
| <b>Airframe Total Time:</b>          | 2049 Hours             | <b>Engine Manufacturer:</b>           | LYCOMING        |
| <b>ELT:</b>                          | Installed, activated   | <b>Engine Model/Series:</b>           | IO-540-K1F5     |
| <b>Registered Owner:</b>             | ALBERT T. GIANCHIGLIA  | <b>Rated Power:</b>                   | 290 hp          |
| <b>Operator:</b>                     | ALBERT T. GIANCHIGLIA  | <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: | ABE, 394 ft msl      | Distance from Accident Site:            | 35 Nautical Miles |
| Observation Time:                | 1150 EST             | Direction from Accident Site:           | 280°              |
| Lowest Cloud Condition:          | Clear / 0 ft agl     | Visibility                              | 15 Miles          |
| Lowest Ceiling:                  | None / 0 ft agl      | Visibility (RVR):                       | 0 ft              |
| Wind Speed/Gusts:                | 12 knots /           | Turbulence Type<br>Forecast/Actual:     | /                 |
| Wind Direction:                  | 280°                 | Turbulence Severity<br>Forecast/Actual: | /                 |
| Altimeter Setting:               | 30 inches Hg         | Temperature/Dew Point:                  | 4° C / -6° C      |
| Precipitation and Obscuration:   |                      |   |                   |
| Departure Point:                 | BLAIRSTOWN, NJ (1N7) | Type of Flight Plan Filed:              | None              |
| Destination:                     | (N52)                | Type of Clearance:                      | None              |
| Departure Time:                  | 1145 EST             | Type of Airspace:                       | Class G           |

## Airport Information

|                      |                 |                           |           |
|----------------------|-----------------|---------------------------|-----------|
| Airport:             | SOMERSET (N52)  | Runway Surface Type:      | Asphalt   |
| Airport Elevation:   | 105 ft          | Runway Surface Condition: | Dry       |
| Runway Used:         | 30              | IFR Approach:             | None      |
| Runway Length/Width: | 2735 ft / 65 ft | VFR Approach/Landing:     | Go Around |

## Wreckage and Impact Information

|                     |                    |                      |           |
|---------------------|--------------------|----------------------|-----------|
| Crew Injuries:      | 1 Serious          | Aircraft Damage:     | Destroyed |
| Passenger Injuries: | 1 Serious, 2 Minor | Aircraft Fire:       | None      |
| Ground Injuries:    | N/A                | Aircraft Explosion:  | None      |
| Total Injuries:     | 2 Serious, 2 Minor | Latitude, Longitude: |           |

## Administrative Information

|                                   |  |              |            |
|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC):     | CHAUNCEY D TWINE   | Report Date: | 06/11/1990 |
| 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: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](#).