



National Transportation Safety Board Aviation Accident Final Report

Location:	BRONSON, FL	Accident Number:	MIA91MA100
Date & Time:	03/17/1991, 1036 EST	Registration:	N9112K
Aircraft:	PIPER PA-46-310P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT WAS ON AN IFR FLT IN IMC & RCVD CLNC TO CLIMB & MAINT FL220. DRG CLIMB, HE INFORMED ARTCC, '... WE'RE HAVING A PROBLEM.' WHEN ASKED TO SAY AGAIN, HE BGN THE SAME REPLY, THEN NO FURTHER RDO COM WAS RCVD FM THE ACFT. SUBSEQUENTLY AN INFLT BREAKUP OCCURRED & WRECKAGE WAS SCATTERED OVR A WIDE AREA. THE RGT OUTBOARD WING PANEL, HRZNTL STABILIZER, ELEVATORS, RGT AILERON & PARTS OF THE RUDDER WERE FND AT A DSTC FM THE MAIN WRECKAGE. THESE DISPLAYED EVIDENCE OF OVERSTRESS FAILURE. NO PREEXISTING CRACKS OR FATIGUE WAS FND. RADAR & WX DATA SHOWED DEV FM NORMAL FLT BGN AT OR NR MDT CONVECTIVE WX ECHO (VIP 2) AS THE ACFT WAS CLIMBING THRU 17,300' IN FRZG CONDS. AT THAT TIME, THE RATE OF CLIMB WAS ABT 200'/MIN & THE GND SPD WAS 150 TO 160 KTS. AT 1032:18, A DSCNT BGN. DRG THE NEXT 2 TO 3 MIN, THE ACFT'S ALT, HDG & SPD DEVIATED. AT 1035:17, OTR PRIMARY RADAR TARGETS APPEARED, THEN RADAR CTC WAS LOST. GROSS WT OF THE ACFT WAS ESTD TO BE 4311 LBS; MAX ALLOWABLE WT WAS 4100 LBS. CG WAS ESTD TO BE 1.59 INCHES BHND THE AFT LMT. (SEE: NTSB/SIR-92/03)

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ACTIVATE THE PITOT HEAT BEFORE ASCENDING ABOVE THE FREEZING LEVEL IN INSTRUMENT METEOROLOGICAL CONDITIONS (IMC), FOLLOWED BY HIS IMPROPER RESPONSE TO ERRONEOUS AIRSPEED INDICATIONS THAT RESULTED FROM BLOCKAGE OF THE PITOT TUBE BY ATMOSPHERIC ICING. CONTRIBUTING TO THE ACCIDENT WAS: THE PILOT'S LACK OF CURRENCY IN FLYING IN IMC.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CLIMB - TO CRUISE

Findings

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - RAIN
4. (F) WEATHER CONDITION - ICING CONDITIONS
5. (C) PITOT/STATIC SYSTEM - ICE
6. (C) ANTI-ICE/DEICE SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
7. (C) FLIGHT/NAV INSTRUMENTS,AIRSPEED INDICATOR - FALSE INDICATION
8. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. (F) LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: DESCENT - UNCONTROLLED

Findings

10. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
11. WING - OVERLOAD
12. WING - SEPARATION
13. STABILIZER - OVERLOAD
14. STABILIZER - SEPARATION

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	48, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
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:	07/25/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2252 hours (Total, all aircraft), 268 hours (Total, this make and model), 2027 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9112K
Model/Series:	PA-46-310P PA-46-310P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	4608042
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	01/15/1991, 100 Hour	Certified Max Gross Wt.:	4100 lbs
Time Since Last Inspection:	11 Hours	Engines:	1 Reciprocating
Airframe Total Time:	662 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-BE1
Registered Owner:	FULLER AIRCRAFT LEASING INC.	Rated Power:	310 hp
Operator:	DONALD M. SCHREIBER	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GNV, 152 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	0950 EST	Direction from Accident Site:	230°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Overcast / 700 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	15° C / 14° C
Precipitation and Obscuration:			
Departure Point:	ST PETERSBURG, FL (PIE)	Type of Flight Plan Filed:	IFR
Destination:	BEDFORD, MA (BED)	Type of Clearance:	IFR
Departure Time:	0953 EST	Type of Airspace:	Class E

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	CARROL A SMITH	Report Date:	03/02/1993
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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