



National Transportation Safety Board

Aviation Accident Final Report

Location:	LANCASTER, PA	Accident Number:	NYC92LA127
Date & Time:	06/25/1992, 1734 EDT	Registration:	N700MM
Aircraft:	PIPER PA-60-602P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING THE TAKEOFF GROUND RUN, WITNESSES OBSERVED THE AIRPLANE AT A SLOW SPEED, USING THE FULL LENGTH OF THE 4,102-FT RUNWAY BEFORE IT BECAME AIRBORNE BRIEFLY. THE LEFT WING DIPPED, STRUCK SOME POWER LINES, AND THE AIRPLANE CRASHED ON A HIGHWAY STRIKING A CAR. METALLURGICAL TEARDOWN EXAMINATIONS OF THE TWO LEFT ENGINE TURBOCHARGERS DISCLOSED EVIDENCE OF EXTREME WEAR IN THE BEARINGS FROM THE TURBINE WHEEL SHAFTS WHICH RESULTED IN OBSTRUCTED OIL PORTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE LEFT ENGINE TURBOCHARGERS BEARINGS, WHICH RESULTED IN A LOSS OF POWER AND SUBSEQUENT DEGRADATION OF CLIMB PERFORMANCE.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. 1 ENGINE
2. (C) EXHAUST SYSTEM,TURBOCHARGER - WORN
3. (C) EXHAUST SYSTEM,TURBOCHARGER - OVERTEMPERATURE
4. (C) EXHAUST SYSTEM,TURBOCHARGER - FAILURE,PARTIAL

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

5. OBJECT - WIRE,TRANSMISSION
6. OBJECT - VEHICLE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	53, 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):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/12/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4980 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N700MM
Model/Series:	PA-60-602P PA-60-602P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	60-8265031
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	08/21/1991, Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	95 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2313 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-540-AA1A5
Registered Owner:	ZERO ONE TANGO INC.	Rated Power:	290 hp
Operator:	ELVAN BEILER	Operating Certificate(s) Held:	None
Operator Does Business As:	ZERO ONE TANGO INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LNS, 403 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1730 EDT	Direction from Accident Site:	130°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	12 Miles
Lowest Ceiling:	Overcast / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23°C / 14°C
Precipitation and Obscuration:			
Departure Point:	(LNS)	Type of Flight Plan Filed:	None
Destination:	(LNS)	Type of Clearance:	None
Departure Time:	1739 EDT	Type of Airspace:	Class D

Airport Information

Airport:	LANCASTER (LNS)	Runway Surface Type:	Asphalt
Airport Elevation:	403 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	4102 ft / 100 ft	VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ALAN J YURMAN	Report Date:	08/25/1993
Additional Participating Persons:	BLAINE HACKETT; NEW CUMBERLAND, PA		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.gov/pubdms/ .		

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](#).