



National Transportation Safety Board Aviation Accident Data Summary

Location:	DESTIN, FL	Accident Number:	MIA94FA044
Date & Time:	01/01/1994, 1420 CST	Registration:	N243KW
Aircraft:	PIPER PA-46-310P	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT WAS EXECUTING AN ASR APPROACH TO RUNWAY 32 AND 9 SECONDS AFTER THE APPROACH CONTROLLER ADVISED THE PILOT THAT THE FLIGHT WAS OVER THE MISSED APPROACH POINT, THE PILOT ADVISED THE CONTROLLER THAT THE AIRPORT WAS IN SIGHT AND HE WOULD BE CIRCLING TO LAND. THE CONTROLLER ACKNOWLEDGED THIS AND WITNESSES OBSERVED THE AIRPLANE FLYING NORTHWESTERLY WEST OF RUNWAY 32 ABOUT 150-200 FEET ABOVE GROUND LEVEL. THEY THEN OBSERVED THE AIRPLANE ENTER A LEFT BANK BETWEEN 60-80 DEGREES AND THE AIRPLANE PITCHED NOSE DOWN AND COLLIDED WITH TREES THEN A FENCE AND THE GROUND. THERE WAS A SMALL POST CRASH FIRE WHICH WAS EXTINGUISHED BY THE FIRE DEPARTMENT. EXAMINATION OF THE AIRFRAME REVEALED NO EVIDENCE OF PREIMPACT FAILURE OR MALFUNCTION OF THE FLIGHT CONTROLS. THE ENGINE WAS REMOVED AND PLACED ON A TEST BENCH AND AFTER REPLACEMENT OF SEVERAL COMPONENTS WHICH WERE IMPACT DAMAGED, THE ENGINE STARTED AND OPERATED NORMALLY. THE PASSENGER WAS SEATED IN THE FURTHEST AFT RIGHT SEAT AND THE LAP BELT ATTACH POINT ON THE RIGHT SIDE OF THIS SEAT FAILED DUE TO OVERLOAD.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AIRSPEED NOT MAINTAINED, INADVERTENT STALL/MUSH, AND ALTITUDE INADEQUATE FOR RECOVERY FROM THE INFLIGHT LOSS OF CONTROL BY THE PILOT-IN-COMMAND WHILE CIRCLING FOR LANDING.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CIRCLING (IFR)

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
3. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. OBJECT - TREE(S)

5. OBJECT - FENCE

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

Findings

6. TERRAIN CONDITION - GROUND

Pilot Information

Certificate:	Private	Age:	71
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	4000 hours (Total, all aircraft), 1262 hours (Total, this make and model), 46 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N243KW
Model/Series:	PA-46-310P PA-46-310P	Engines:	1 Reciprocating
Operator:	BATSCHKE, GEORGE M.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	TSIO-520BE
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	VPS, 85 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 700 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 80°
Temperature:	9°C	Visibility	3 Miles
Precipitation and Obscuration:			
Departure Point:	NAPLES, FL (APF)	Destination:	

Airport Information

Airport:	DESTIN-FT WALTON BEACH (81J)	Runway Surface Type:	Asphalt
Runway Used:	14	Runway Surface Condition:	
Runway Length/Width:	4999 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None

Latitude, Longitude:

Administrative Information

Investigator In Charge (IIC): TIMOTHY W MONVILLE Adopted Date: 12/07/1994

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.nts.gov/pubdms/>.

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