



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	NORWICH, OH	<b>Accident Number:</b>	NYC94FA028
<b>Date &amp; Time:</b>	12/02/1993, 1341 EST	<b>Registration:</b>	N515WB
<b>Aircraft:</b>	PIPER PA-31T	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Ferry		

## Analysis

EN ROUTE AT FL 240, THE PLANE ENTERED A LEFT SPIRALING DESCENT & SUBSEQUENTLY EXPERIENCED AN INFLIGHT BREAK-UP AT 7000' WITH SEPARATION OF OUTBOARD WINGS, TAIL SECTIONS & INTERNAL VINYL FROM THE NOSE BAGGAGE DOOR. THERE WAS NO DISTRESS CALL. WITNESSES HEARD THE ENGINES & AN EXPLOSIVE SOUND, THEN THEY SAW THE PLANE IN A SPIN, TRAILED BY FALLING DEBRIS. DEBRIS WAS STREWN OVER A DISTANCE OF ABOUT 3.5 MI. LIGHT WEIGHT PIECES INCLUDING VINYL FROM THE BAGGAGE DOOR, WING SKIN, & TAIL SKIN PIECES WERE AMONG THE 1ST DEBRIS ON THE WRECKAGE PATH. TAIL SECTIONS WERE FOUND ABOUT 2.5 MI FROM THE MAIN WRECKAGE WITH EVIDENCE OF OVERLOAD FAILURE; PIECES OF THE WINGS WERE FOUND WITH EVIDENCE OF DOWNWARD/OVERLOAD SEP-ARATION. NO PREEXISTING AIRFRAME FAILURE WAS FOUND THAT WOULD HAVE LED TO LOSS OF CONTROL, INFLIGHT BREAKUP, LOSS OF PRESSURIZATION OR HYPOXIA. THE PLANE WAS INACTIVE FOR ABOUT 2 YRS BEFORE BEING PURCHASED 2 MONTHS BEFORE ACCIDENT. LAST ANNUAL INSPECTION WAS ON 6/8/92. ICING WAS FORECAST FROM 9000' TO 17,000'MSL; TURBULENCE WAS FORECAST BELOW 8000' MSL.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S LOSS OF AIRCRAFT CONTROL FOR AN UNKNOWN REASON, AND SUBSEQUENT FLIGHT THAT EXCEEDED THE DESIGN STRESS LIMITS OF THE AIRPLANE, WHICH RESULTED IN AN IN-FLIGHT AIRFRAME BREAKUP.

## Findings

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

### Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. MAINTENANCE,ANNUAL INSPECTION - EXCEEDED
3. WEATHER CONDITION - TURBULENCE

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

### Findings

4. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED

- 5. STABILIZER - OVERLOAD
  - 6. STABILIZER - SEPARATION
  - 7. WING - OVERLOAD
  - 8. WING - SEPARATION
  - 9. DOOR,CARGO/BAGGAGE - SEPARATION
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	49
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	5200 hours (Total, all aircraft), 3 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N515WB
<b>Model/Series:</b>	PA-31T PA-31T	<b>Engines:</b>	2 Turbo Prop
<b>Operator:</b>	BRENT'S INTERNATIONAL INC.	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	PT6A-28
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Ferry		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	CMH, 816 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 8500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	13 knots / 18 knots, 220°
<b>Temperature:</b>	12° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	EASTON, MD (ESN)	<b>Destination:</b>	DES MOINES, IA (DSM)

### Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): ALAN J YURMAN Adopted Date: 12/02/1994

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](mailto: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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