



National Transportation Safety Board Aviation Accident Final Report

Location:	HONESDALE, PA	Accident Number:	NYC92FA139
Date & Time:	08/01/1992, 1550 EDT	Registration:	N56692
Aircraft:	PIPER PA-28-235	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRPLANE WAS OBSERVED TO ENTER THE TRAFFIC PATTERN ON AN UPWIND LEG, THEN TURN LEFT ON THE CROSSWIND LEG. HOWEVER, IT REMAINED IN THE TURN WHICH INCREASED IN BANK, AND IT STARTED TO DESCEND. NO CHANGE IN POWER WAS HEARD AS THE AIRPLANE CONTINUED TO TURN AND DESCEND. IT STRUCK THE GROUND IN A LEFT WING LOW ATTITUDE AFTER COMPLETING OVER 180 DEG OF TURN. THE PILOT WAS BEING TREATED FOR HIGH BLOOD PRESSURE. IN ADDITION, THE AUTOPSY REVEALED EXTENSIVE CORONARY ARTERY DISEASE AND EVIDENCE OF PREVIOUS HEART ATTACKS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF CONTROL IN FLIGHT DUE TO PILOT INCAPACITATION AS A RESULT OF A HEART ATTACK.

Findings

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

Findings

1. (C) AIRCRAFT CONTROL - UNCONTROLLED - PILOT IN COMMAND
2. (C) INCAPACITATION(CARDIOVASCULAR) - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH

Factual Information

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/25/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	420 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N56692
Model/Series:	PA-28-235 PA-28-235	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-7410024
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-540-B4B5
Registered Owner:	CANNON AIR INTERNATIONAL	Rated Power:	235 hp
Operator:	JOHN E. CANNON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AVP, 962 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	1550 EDT	Direction from Accident Site:	255°
Lowest Cloud Condition:	Scattered / 5500 ft agl	Visibility	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C / 10° C
Precipitation and Obscuration:			
Departure Point:	WEST CHESTER, PA (N99)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	CHERRY RIDGE (N30)	Runway Surface Type:	Asphalt
Airport Elevation:	1357 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ROBERT L HANCOCK	Report Date:	10/15/1993
Additional Participating Persons:	GENE MCCOY; ALLENTOWN, PA GENE CULP; ALLENTOWN, 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.nts.gov/pubdms/ .		

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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](#).