



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	LUMBERTON, NC	<b>Accident Number:</b>	ATL91LA048
<b>Date &amp; Time:</b>	02/02/1991, 2208 EST	<b>Registration:</b>	N4749P
<b>Aircraft:</b>	PIPER PA-23-250	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE PILOT SUFFERED A STROKE WHILE ON FINAL APPROACH FOR LANDING. THE AIRPLANE WENT INTO AN UNCONTROLLED DESCENT AND CRASHED INTO A BUILDING.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
THE PILOT SUFFERED A STROKE AND LOST CONTROL OF THE AIRPLANE ON FINAL APPROACH.

## Findings

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

Findings  
1. (C) INCAPACITATION(STROKE) - PILOT IN COMMAND  
-----

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

Findings  
2. OBJECT - BUILDING(NONRESIDENTIAL)

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	66
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	20000 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N4749P
<b>Model/Series:</b>	PA-23-250 PA-23-250	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	HESTER, HARRY	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-520
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	FAY, 190 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / , Variable
<b>Temperature:</b>	-18° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ORLANDO, FL (ORL)	<b>Destination:</b>	LUMBERTON, NC (LBT)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	None
<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

<b>Investigator In Charge (IIC):</b>	Phillip Powell	<b>Adopted Date:</b>	03/31/1993
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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.