



National Transportation Safety Board Aviation Accident Final Report

Location:	SEATTLE, WA	Accident Number:	SEA91LA032
Date & Time:	12/01/1990, 0130 PST	Registration:	N437OZ
Aircraft:	PIPER PA-46-310P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT OF THE PIPER PA-46-310P ATTEMPTED TO OVERRIDE HIS AUTOPILOT DURING A LOCALIZER INTERCEPT. HE HEARD THE STALL WARNING HORN, MISIDENTIFYING IT AS THE LANDING GEAR HORN. HE STATED THAT HE THEN LOWERED THE LANDING GEAR. HE SAID THE AIRCRAFT THEN STALLED AND ENTERED A SPIN. DURING HIS SPIN RECOVERY ATTEMPT, HE BROKE OUT INTO VISUAL CONDITIONS. HE REENTERED THE CLOUDS AND WAS VECTORED FOR A SECOND ILS APPROACH, WHICH WAS SUCCESSFUL. THE UPPER WING SKINS ON BOTH WINGS WERE FOUND TO HAVE BEEN WRINKLED DURING THE EVENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN AIRSPEED WHILE ON AN INSTRUMENT APPROACH UNDER INSTRUMENT METEOROLOGICAL CONDITIONS, RESULTING IN THE AIRCRAFT STALLING AND ENTER A SPIN.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Findings

1. (C) AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
2. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Expired	Last FAA Medical Exam:	12/10/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	846 hours (Total, all aircraft), 311 hours (Total, this make and model), 589 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4370Z
Model/Series:	PA-46-310P PA-46-310P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	46-8408073
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4100 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-BE
Registered Owner:		Rated Power:	310 hp
Operator:	DAVID S WEISS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Broken / 1300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7°C / -18°C
Precipitation and Obscuration:			
Departure Point:	PORTLAND, OR (PDX)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	2400 PST	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	MICHAEL L STOCKHILL	Report Date:	11/09/1992
Additional Participating Persons:			
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 pubinquiry@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](#).