



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Leesburg, VA	<b>Accident Number:</b>	IAD03FA035
<b>Date &amp; Time:</b>	03/01/2003, 1445 EST	<b>Registration:</b>	N700PP
<b>Aircraft:</b>	SOCATA TBM 700	<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Analysis

The private pilot, who sat in the left seat, was executing the LOC RWY 17 instrument approach in actual instrument meteorological conditions, when the airplane decelerated, lost altitude, and began a left turn about 2 miles from the airport. Subsequently, the airplane collided with terrain and came to rest on residential property. The radar data also indicated that the airplane was never stabilized on the approach. A witness, a private pilot, said the airplane "appeared" out of the fog about 300-400 feet above the ground. It was in a left bank, with the nose pointed down, and was traveling fast. The airplane then "simultaneously and suddenly level[ed] out," pitched up, and the engine power increased. The witness thought that the pilot realized he was low and was trying to "get out of there." The airplane descended in a nose-high attitude, about 65 degrees, toward the trees. Radar data indicates that the airplane slowed to 80 knots about 3 miles from the airport, and then to 68 knots 18 seconds later as the airplane began to turn to the left. Examination of the airplane and engine revealed no mechanical deficiencies. Weather reported at the airport 25 minutes before the accident included wind from 140 degrees at 5 knots, visibility 1 statute mile, and ceiling 500 foot overcast. Weather 5 minutes before the accident included wind from 140 degrees at 5 knots, visibility 1 statute miles, and ceiling 300 foot overcast.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to fly a stabilized, published instrument approach procedure, and his failure to maintain adequate airspeed which led to an aerodynamic stall.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

### Findings

1. (C) CONTINUED - PILOT IN COMMAND
2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

### Findings

4. OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	58
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	730 hours (Total, all aircraft)		

## Co-Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	42
<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>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	8375 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	SOCATA	<b>Registration:</b>	N700PP
<b>Model/Series:</b>	TBM 700	<b>Engines:</b>	1 Turbo Prop
<b>Operator:</b>	High Performance Technologies Inc	<b>Engine Manufacturer:</b>	Pratt & Whitney Canada
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	PT6A-64
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	JYO, 389 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 300 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 140°
<b>Temperature:</b>	3°C	<b>Visibility</b>	1 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Spartanburg, SC (GSP)	<b>Destination:</b>	Leesburg, VA (JYO)

## Airport Information

<b>Airport:</b>	Leesburg Executive Airport (JYO)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	17	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Length/Width:</b>	5500 ft / 100 ft		

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	39.116667, -77.571389		

## Administrative Information

Investigator In Charge (IIC):	Leah D Yeager	Adopted Date:	08/31/2004
Investigation Docket:	NTSB accident and incident docket 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> .		

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