



National Transportation Safety Board Aviation Accident Data Summary

Location:	Hot Springs, AR	Accident Number:	FTW04FA172
Date & Time:	07/02/2004, 1043 CDT	Registration:	N4123R
Aircraft:	Piper PA-32-300	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The 1,765-hour instrument rated private pilot was executing the ILS RWY 5 instrument approach when he over flew the airport, then made a left turn and collided with mountainous terrain approximately five miles northeast of the airport. A witness was in her home when she heard the sound of an airplane "flying really low." She said the engine sounded normal, and then the sound of the engine stopped very "abruptly." The pilot was vectored by air traffic control (ATC) to intercept the localizer course for the ILS RWY 5 approach. A review of ATC communications and radar data revealed at 1035:53, when the airplane was approximately 5.5 miles southwest of HOSSY intersection, an approach controller instructed the pilot to, "fly heading 020 degrees intercept the localizer and maintain 3,000 feet until established." The pilot acknowledged, and began a right turn towards the airport. Over the next two minutes, the airplane tracked a 020 degree heading but remained south of the final approach course. At 1038:10, the airplane was just southeast of HOSSY at an altitude of 3,000 feet msl. At this point, the airplane was 700 feet above the published approach altitude, which was 2,300 feet msl, and the pilot had not reported established on the final approach course. At 1039:25, the approach controller conducted a position relief briefing and discussed the airplane's approach with the relief controller. The controller stated to the relief controller, "he's probably going to miss...I turned him on too late probably gonna miss yeah he's too high he's missed it now." At 1039:25, the pilot reported established on the final approach course. The airplane was 2.5 miles past HOSSY and three miles from the runway at an altitude of 3,000 feet msl. The relief controller responded, "roger change to advisory approved report your arrival time this frequency." The pilot acknowledged. The relief controller then replied, "well just make sure you got this approach you are cleared for the i l s runway five approach and change to advisory approved report your arrival time this frequency." The pilot responded, "two three romeo cleared for the i l s runway five I'll report to you when I am down." No further transmissions were received from the pilot. Both controllers acknowledged the pilot's abnormal approach and failed to provide known information that may have assisted the pilot in determining whether to continue with the approach or take alternate action as required per FAA Order 7110.65, "Air Traffic Control" paragraph 5-9-2, Final Approach Course Interception. Examination of the airplane and engine revealed no mechanical deficiencies.

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, which resulted in a collision with mountainous terrain. Factors were the clouds and the air traffic controllers' failure to provide known information that may have assisted the pilot in determining whether to continue with the approach or take alternate action.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
2. (F) REMEDIAL ACTION - NOT ADVISED - ATC PERSONNEL(ARTCC)
3. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. (F) WEATHER CONDITION - CLOUDS

Pilot Information

Certificate:	Private	Age:	54
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1765 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4123R
Model/Series:	PA-32-300	Engines:	1 Reciprocating
Operator:	Larry D. Sanders	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-540
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HOT, 540 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 1300 ft agl	Wind Speed/Gusts, Direction:	4 knots / , 220°
Temperature:	25° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	Springfield, KY (6I2)	Destination:	Hot Springs, AR (HOT)

Airport Information

Airport:	Hot Springs/Memorial Field (HOT)	Runway Surface Type:	Asphalt
Runway Used:	5	Runway Surface Condition:	Wet
Runway Length/Width:	6595 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	34.526667, -93.024722		

Administrative Information

Investigator In Charge (IIC):	Leah D Yeager	Adopted Date:	06/08/2005
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 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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